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SAN FRANCISCO PORT COMMISSION

Leslie Katz, President
Willie Adams, Vice President
Kimberly Brandon, Commissioner
Mel Murphy, Commissioner
Doreen Woo Ho, Commissioner

Monique Moyer, Executive Director
Phone: 415-274-0400; Fax 415-274-0412

Amy Quesada, Commission Secretary
Phone: 415-274-0406; Fax 415-274-0412

SPECIAL MEETING AGENDA

TUESDAY, DECEMBER 16, 2014
3:15 P.M. OPEN SESSION

PORT COMMISSION HEARING ROOM, SECOND FLOOR
FERRY BUILDING, SAN FRANCISCO CA 94111

The Port Commission Agenda as well as Staff Reports/Explanatory Documents available to the public and provided to the Port Commission are posted on the Port's Website at www.sfport.com. The agenda packet is also available at the Pier 1 Reception Desk. If any materials related to an item on this agenda have been distributed to the Port Commission after distribution of the agenda packet, those materials are available for public inspection at the Port Commission Secretary's Office located at Pier 1 during normal office hours.

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1. **CALL TO ORDER / ROLL CALL**

2. **APPROVAL OF MINUTES** – November 18, 2014

3. **PLEDGE OF ALLEGIANCE**

4. **ANNOUNCEMENTS**

   A. Announcement of Prohibition of Sound Producing Electronic Devices during the Meeting: Please be advised that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing of or use of a cell phone, pager, or other similar sound-producing electronic device.

   B. Announcement of Time Allotment for Public Comments: Please be advised that a member of the public has up to three minutes to make pertinent public comments on each agenda item unless the Port Commission adopts a shorter period on any item.

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5. PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA

Public comment is permitted on any matter within Port jurisdiction and is not limited to agenda items. Public comment on non-agenda items may be raised during Public Comment Period. A member of the public has up to three minutes to make pertinent public comments. Please fill out a speaker card and hand it to the Commission Secretary. If you have any question regarding the agenda, please contact the Commission Secretary at 274-0406. No Commission action can be taken on any matter raised during the public comment period for items not listed on the agenda other than to schedule the matter for a future agenda, refer the matter to staff for investigation or respond briefly to statements made or questions posed by members of the public. (Government Code Section 54954.2(a))

6. EXECUTIVE

A. Executive Director's Report
- Star Princess in drydock – December 9-18, 2014
- In Memoriam: Jennifer Entine Matz (April 6, 1969 - December 5, 2014), Director of Waterfront Projects, Office of Economic & Workforce Development

B. Port Commissioners' Report - Without discussion, at this time Commissioners may make announcements regarding various matters of interest to the Commissioner(s).

7. CONSENT

All matters listed hereunder constitute a Consent Agenda are considered to be routine by the Port Commission and will be acted upon by a single roll call vote of the Port Commission. There will be no separate discussion of these items unless a member of the Port Commission so requests, in which event the matter shall be removed from the Consent Agenda and considered as a separate item.

A. Request authorization to terminate the Public Trust over Daggett Street pursuant to SB 815 (Senator Migden; 2007) and adopting findings pursuant to the California Environmental Quality Act related to the proposed transfer. (Resolution No. 14-62)

B. Request authorization to advertise for competitive bids for construction Contract No. 2772, Pier 49 Wharf J1 Under-Pier Sewer Pipes Replacement Project. (Resolution No. 14-63)

C. Request authorization to award Construction Contract No. 2769, Port Security Fences Project, Phase IV, to Golden Bay Fence Plus Iron Works, Inc. in the amount of $406,131, and authorization for a contract contingency fund of 10% of the contract amount (or $40,613) for unanticipated contingencies, for a total authorization not to exceed $446,744. (This action constitutes the Approval

Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.) (Resolution No. 14-64)

8. MARITIME

A. Informational presentation on Pier 80 Cargo Update and Marketing Initiatives in conjunction with Metro Ports and the International Longshore and Warehouse Union.

9. PLANNING & DEVELOPMENT

A. Transmittal of Public Comments received on the Report on the Waterfront Land Use Plan Review, 1997-2014.

10. NEW BUSINESS

11. ADJOURNMENT

Adjourn the meeting in memory of Jennifer Entine Matz, Director of Waterfront Development, Office of Economic & Workforce Development

FORWARD CALENDAR
(TARGETED COMMISSION MEETING, SUBJECT TO CHANGE)

JANUARY 13, 2015

	FACILITY/POLICY	ITEM	TITLE
1	SWL 337	Informational	Presentation regarding a special event in excess of 90-days at Port property at Seawall Lot 337, including a review of the special event's proforma, pursuant to Lease No. L-14980 between Port and China Basin Ballpark Company, LLC.
2	Portwide	Informational	Presentation of the Draft Port Commercial Sign Guidelines
3	Pier 33 ½	informational	Presentation regarding the request for proposals for the retail opportunity at Pier 33½
4	South Beach	Informational	Presentation of agreements between the Port Commission and the Successor Agency to mutually terminate 13 ground leases in the South Beach project area and set business terms for the transfer of the South Beach Harbor Program
5	Portwide	Action	Election of Port Commission Officers
6	Pier 96	Action	Authorization to advertise and issue a Request for Proposals (RFP) soliciting a developer and operator for a Bulk Export Maritime Terminal Operation at Pier 96
7	Portwide	Action	Authorization to enter into a contract for Emergency Preparedness Training
8	Pier 38	Action	Approval of Lease No. L-15892 between the Port of San Francisco and TMG Pier 38 Partners, a California Limited Liability company for premise located at Pier 38 in the Central Waterfront on The Embarcadero at Delancey Street with an initial term of 25 years plus two (2) five (5) year extension options granted at the sole discretion of the Port
9	Piers 68, 70 & Seawall Lot 349	Action	Approval of Lease No. L-15875 with BAE Systems San Francisco Ship Repair, Inc., a California corporation, located at Piers 68 and 70 and Seawall Lot 349 near 20th and Illinois Street, for approximately 14.4 acres of land improved with 19 buildings, 17.4 acres of submerged land and Port-owned Equipment, including Drydock #2, the Drydock Eureka and the Shoreside Power System (the "Shipyard"), for a term of 20 years with two (2) five (5) year

			extension options. (This action constitutes the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code)

FEBRUARY 10, 2015

	FACILITY/POLICY	ITEM	TITLE
1	Portwide	Informational	Presentation on the Port's Load Restricted (Yellow with Green Hatching-Tagged) and Fully Restricted (Red-Tagged) Facilities
2	Portwide	Informational	Presentation on the Port's Five-Year Financial Plan for Fiscal Years 2015-16 through 2019-20
3	Portwide	Informational	Presentation on the Port's supplemental appropriation to the Fiscal Year 2015-16 Operating and Capital Budget
4	Portwide	Informational	Presentation of the Port's 10-Year Capital Plan for FY 2015-2024
5	Pier 33½	Action	Authorization to award the RFP for retail opportunity at Pier 33½ to most qualified bidder and to direct staff to negotiate a lease
6	South Beach	Informational	Approval of agreements between the Port Commission and the Successor Agency to mutually terminate 13 ground leases in the South Beach project area and set business terms for the transfer of the South Beach Harbor Program

FEBRUARY 24, 2015

	FACILITY/POLICY	ITEM	TITLE
1	Portwide	Informational	Presentation on the Port of San Francisco's Report on Contracting Activity for the First and Second Quarters of FY 2014-15 (July 1, 2014 through December 31, 2014)
2	Pier 29	Informational	Presentation on Request for Proposals (RFP) for a Retail Leasing Opportunity at the Pier 29 Bulkhead Building, located at Chestnut Street and The Embarcadero
3	Portwide	Informational	Presentation on Water Taxi Operations at the Port.
4	Portwide	Action	Approval of the Port's supplemental appropriation to the Fiscal Year 2015-16 Operating and Capital Budget
5	Portwide	Action	Approval of the Port's 10-Year Capital Plan for FY 2015-2024

6	Portwide	Action	Recommendations on the Waterfront Land Use Plan Review Report

DATE TO BE DETERMINED

	FACILITY/POLICY	ITEM	TITLE
1	Piers 30-32	Informational	Presentation on Piers 30-32 regulatory context, site considerations and Public Trust consistent improvements
2	Portwide	Informational	Presentation on quality of Port's office space portfolio & required improvements
3	Pier 31	Action	Authorization to advertise for competitive bids for Construction Contract No. 2762, Pier 31 Building and Roof Repairs
4	Pier 70	Action	Authorization to advertise for competitive bids for Construction, Crane Cove Park Project Phase 1
5	Pier 94 and 96	Action	Authorization to advertise for competitive bids for Construction, Pier 94-96 Storm Drain and Outfall repairs
6	Loading Dock near Tulare Street	Action	Authorization to advertise for competitive bids for Construction, Copra Crane Refurbishment
7	3rd Street & Cargo Way Triangle and Cargo Way	Action	Authorization to advertise for competitive bids for Construction, Quint Street Lead Improvement Project
8	Pier 35	Action	Authorization to advertise for competitive bids for Construction, Pier 35 Substructure Repairs
9	Pier 31	Action	Authorization to award Construction Contract No. 2762, Pier 31 Building and Roof Repairs
10	Pier 49	Action	Authorization to award Construction Contract No. 2772, Wharf J-1 (Pier 49) Under-Pier Sewer Replacement Project
11	Portwide	Action	Authorization to enter into a contract for Youth Employment Services

JANUARY / FEBRUARY 2015
CALENDAR OF UPCOMING PORT MEETINGS – OPEN TO THE PUBLIC

DATE	TIME	GROUP	LOCATION
January 13	2:00 PM Closed Session	Port Commission	Port Commission Hearing Room at the Ferry Building
	3:15 PM Open Session	Port Commission	Port Commission Hearing Room at the Ferry Building
February 10	2:00 PM Closed Session	Port Commission	Port Commission Hearing Room at the Ferry Building
	3:15 PM Open Session	Port Commission	Port Commission Hearing Room at the Ferry Building
February 24	2:00 PM Closed Session	Port Commission	Port Commission Hearing Room at the Ferry Building
	3:15 PM Open Session	Port Commission	Port Commission Hearing Room at the Ferry Building

NOTES:
The San Francisco Port Commission meets regularly on the second and fourth Tuesday of the month at 3:15 p.m., unless otherwise noticed. The Commission Agenda and staff reports are posted on the Port's Website @ www.sfport.com. The Port Commission meetings can be viewed online at http://sanfrancisco.granicus.com/ViewPublisher.php?view_id=92. The Port Commission meetings are also broadcasted on the 2nd & 4th Thursday of the month at 9 p.m. on Comcast Cable Channel 26 or Astound Cable Channel 78 (formerly RCN Cable). Contact Amy Quesada at 274-0406 or amy.quesada@sfport.com

The Fisherman's Wharf Waterfront Advisory Group (FWWAG) meets regularly on a bi-monthly basis, on the third Tuesday of the month. The regular meeting time and place is 9:00 a.m. at Scoma's Restaurant, Pier 47 at Fisherman's Wharf. Contact Rip Malloy @ 274-0267 or rip.malloy@sfport.com

The Maritime Commerce Advisory Committee (MCAC) meets every other month, on the third Thursday of the month, from 11:30 a.m. to 1:00 p.m. @ Pier 1. Contact Jim Maloney @ 274-0519 or jim.maloney@sfport.com

The Mission Bay Citizens Advisory Committee meets on the second Thursday of the month at 5:00 p.m. in the Creek Room at Mission Creek Senior Building located at 225 Berry Street in San Francisco (along the Promenade just beyond the library.) Contact Catherine Reilly at the former Redevelopment Agency @ 749-2516 or catherine.reilly@sfgov.org

The Northeast Waterfront Advisory Group (NEWAG) meets regularly on a bi-monthly basis on the first Wednesday of the month from 5:00 p.m. to 7:00 p.m. in the Bayside Conference Room @ Pier 1. Contact Jonathan Stern @ 274-0545 or jonathan.stern@sfport.com

The Central Waterfront Advisory Group (CWAG) meets monthly on an as-needed basis, generally on the third Wednesday of the month from 5 to 7 p.m. in the Bayside Conference Room at Pier 1. Contact Mark Paez @ 705-8674 or mark.paez@sfport.com

The Southern Waterfront Advisory Committee (SWAC) meets every last Wednesday of the month from 6:15 to 8:15 p.m. Location to be determined. Contact David Beaupre @ 274-0539 or david.beaupre@sfport.com

The Waterfront Design Advisory Committee (WDAC) meets jointly with the Design Review Board of the Bay Conservation and Development Commission on the first Monday of the month at BCDC, 50 California Street, Rm. 2600, at 6:30 p.m. The Committee meets as needed on the fourth Monday of the month at 6:30 p.m. in the Bayside Conf. Rm. @ Pier 1. Contact Dan Hodapp @ 274-0625 or dan.hodapp@sfport.com

ACCESSIBLE MEETING INFORMATION POLICY

FERRY BUILDING:
The Port Commission Hearing Room is located on the second floor of the Ferry Building. The main public entrance is from the west (Embarcadero) side and is served by a bank of elevators adjacent to the historic staircase. Accessible public restrooms are on the first floor at the northeast end of the building as well as on the second floor across the lobby from the Port Commission Hearing Room. The main path of travel to the Port Commission Hearing Room is equipped with remote infrared signage (Talking Signs). The Port Commission Hearing Room is wheelchair accessible. Accessible seating for persons with disabilities (including those using wheelchairs) is available. The closest accessible BART and MUNI Metro station is Embarcadero located at Market & Spear Streets. Accessible MUNI lines serving the Ferry Building area are the F-Line, 9, 31, 32 and 71. For more information about MUNI accessible services, call (415) 923-6142. The nearest accessible parking is provided in the following off-street pay lots: 3 spaces in the surface lot on the west side of the Embarcadero at Washington Street.

Hourly and valet parking is available in the Pier 3 lot. This lot is accessed through the Pier 3 bulkhead building entrance on the east side of the Embarcadero. This lot is located on the pier deck; adjacent to the ferry boat Santa Rosa. Additional covered accessible off-street pay parking is available in the Golden Gateway Garage, which is bounded by Washington, Clay, Drumm and Battery Streets. Entrance is on Clay St. between Battery and Front Streets. There is no high-top van parking. Metered street parking is available on the Embarcadero, Washington, Folsom & Drumm Streets.

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

Disability Accommodations:

To request assistive listening devices, sign language interpreters, readers, large print agendas or other accommodations, please contact Wendy Proctor, Port's ADA Coordinator at (415) 274-0592 or via email at wendy.proctor@sfport.com or Amy Quesada, Commission Secretary, at (415) 274-0405 or via email at amy.quesada@sfport.com at least 72 hours in advance of the hearing. The Port's TTY number is (415) 274-0587.

Language Assistance

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or to report a violation of the ordinance, contact Chris Rustom by mail: Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at (415) 554-7724; by fax at (415) 554-7854 or by email at sotf@sfgov.org. Citizens interested in obtaining a free copy of the Sunshine Ordinance can request a copy from Mr. Rustom or by printing Sections 67.1 et seq. of the San Francisco Administrative Code on the Internet, at http://www.sfgov.org/sunshine.

Prohibition of Ringing of Sound Producing Devices:
The ringing of and use of cell phones, pagers, and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic device.

Lobbyist Registration and Reporting Requirements:
Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance (SF Campaign & Government Conduct Code Sections §2.100 – 2.160) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 30 Van Ness, Suite 3900, San Francisco, CA 94102, phone (415) 581-2300 or fax (415) 581-2317; web site: www.sfgov.org/ethics.

CEQA Appeal Rights under Chapter 31 of the San Francisco Administrative Code:
If the Commission approves an action identified by an exemption or negative declaration as the Approval Action (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13), then the CEQA decision prepared in support of that Approval Action is thereafter subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action. For information on filing an appeal under Chapter 31, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. If the Department's Environmental Review Officer has deemed a project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained on-line at http://sf-planning.org/index.aspx?page=3447 . Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

PORT OF SAN FRANCISCO

MEMORANDUM

December 11, 2014

TO: MEMBERS, PORT COMMISSION
Hon. Leslie Katz, President
Hon. Willie Adams, Vice President
Hon. Kimberly Brandon
Hon. Mel Murphy
Hon. Doreen Woo Ho

FROM: Monique Moyer
Executive Director

SUBJECT: Request authorization to terminate the Public Trust over Daggett Street pursuant to SB 815 (Senator Migden; 2007) and adopting findings pursuant to the California Environmental Quality Act related to the proposed transfer

DIRECTOR'S RECOMMENDATION: Approve Attached Resolution

Background

The purpose of this report is to request Port Commission authorization of a proposed transaction to transfer jurisdiction of the Daggett Street right-of-way parcel (Exhibit A) from the Port to the Department of Real Estate ("RED") for a transfer fee of $1.675 Million. To facilitate the proposed transaction, pursuant to Port Commission Resolution Port staff is requesting Port Commission 14-57, Port staff is concurrently seeking authorization from the California State Lands Commission ("State Lands") to terminate the public trust for commerce, navigation and fisheries ("Public Trust") over Daggett Street pursuant to SB 815 (Senator Carole Migden; 2007[1]).

In addition to approval by the Port Commission and State Lands, the proposed transaction will also require approval by the Board of Supervisors.

THIS PRINT COVERS CALENDAR ITEM NO. 7A

[1] Chapter 660 of the statutes of 2007:

http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb_0801-0850/sb_815_bill_20071013_chaptered.html

Background

At the October 28, 2014 Port Commission meeting, Port staff gave a presentation regarding the proposed transfer of Daggett Street from the Port to the Department of Real Estate for the purposes of creating Daggett Park. The Port Commission adopted Resolution 14-57 authorizing Port staff to pursue State Lands approval of the proposed transaction. This report is the same as the October 28 report with additions shown in underline and ~~deletions shown in strikethrough~~. The attached resolution is a new resolution authorizing the Port Executive Director to enter into a Memorandum of Understanding to transfer title to Daggett Street from the Port to the Real Estate Department for $1.675 Million and adopting findings pursuant to the California Environmental Quality Act related to the Project.

The Daggett Street right-of-way measures 137.5 feet wide and contains a total of approximately 37,949 square feet, as shown on Exhibit A. Daggett Street is located between 16th Street and 7th Street in Showplace Square, which is within the greater Eastern Neighborhoods Plan Area, as shown on Exhibit B attached. Daggett Street is owned by the Port of San Francisco in trust for the people of California pursuant to the Burton Act and the Burton Act Transfer Agreement. The land is a dedicated public street, and the public street designation has not been vacated.

Daggett Street, located within the former tide and submerged lands of Mission Bay, is presently subject to the Public Trust. However, the property has since been cut off from the waters of the Bay by the filling and development of Mission Bay and by the construction of Interstate 280, and is no longer amenable to uses that would promote the purposes of the public trust.

At its August 8, 2006 meeting the Port Commission authorized Port staff to seek state legislation to enable termination the Public Trust on Daggett Street and certain other Port paper streets. As described in the August 8, 2006 Port Commission staff report, these streets, including Daggett Street:

- are no longer used or necessary for navigation purposes;
- were originally filled and reclaimed as part of a highly beneficial plan of harbor development and have ceased to be tidelands;
- have been cut off from access to waters of San Francisco Bay;
- constitute a relatively small portion of tidelands granted to the City; and
- are no longer needed or required for any trust purposes.

In 2007, the Legislature responded by enacting SB 815. Among other things, the Legislature found that Daggett Street and the other paper streets are fragments that have been cut off from direct access to the waters of San Francisco Bay by past filling of intervening property, and that they do not provide and are not needed for public

access to the waterfront or any other Public Trust purpose, other than revenue generation. Accordingly, SB 815 authorizes the termination of the Public Trust over the paper streets and their sale or transfer out of Port ownership for fair market value, subject to certain conditions.

Proposed Project

A primary goal of the Eastern Neighborhoods Plan is to convert a portion of the City's industrial areas into complete mixed-use neighborhoods. Such neighborhoods feature infrastructure such as public parks, efficient transit, affordable housing, safe and walkable streets, and child care. Exhibit C shows existing and planned parks in the area. For the past several years, the Planning Department has been working with a developer to develop four buildable lots on both sides of Daggett Street (Block 3833 Lots 001, 002, and 003, and Block 3834 Lot 001), as shown on Exhibit D. The developer proposes to build approximately 470 units of rental housing, along with accompanying ground floor retail. The project was entitled by the Planning Commission on July 28, 2011[2].

As part of the development of the project, the developer will construct a public park along the Daggett Street right-of-way at its own expense and maintain the park in perpetuity. Such a park would fulfill the vision of the Eastern Neighborhoods Plan, which identified the creation of a new park in Showplace Square as an Eastern Neighborhoods Priority Project. Subsequently, the Eastern Neighborhoods Citizen's Advisory Committee identified the Daggett park site as the top priority for new open space in the Showplace Area. On November 19, 2012, the Planning Commission approved the construction and perpetual maintenance of a public park on Daggett Street as a key public benefit delivered by the project[3]. In July 2014, the City adopted a new open space stewardship framework, the SF Plaza Program[4], which will facilitate the intended perpetual open space use of the new park.

Public Trust Termination

The Daggett Street right of way is not amenable to use for Public Trust purposes. The right of way terminates at 7th street and thus does not provide access to the waterfront or other Public Trust lands. The property is situated more than a half mile from the waterfront, and is cut off from the water by Interstate 280 and Mission Bay.

Park use is the only potential public use identified for the property. A park use on Daggett Street, while not interfering with the Public Trust, would not promote Public Trust purposes because the property no longer has any relationship with the waterfront. The only way the property can provide a benefit for the Public Trust today is through capture of its fair market value through sale proceeds, which requires that the property be freed of the Public Trust.

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[2] http://www.sf-planning.org/index.aspx?page=2947

[3] http://www.sf-planning.org/index.aspx?page=3352

[4] http://oewd.org/Neighborhoods-SF-Plaza-Program.aspx

For a sale of Daggett Street to be effective, SB 815, requires that State Lands has first done the following:

1. Found that the consideration for transfer is the fair market value of the land;

2. Adopted a resolution approving the transfer that finds and declares that the paper street has been filled and reclaimed, is cut off from access to the waters of San Francisco Bay, and is no longer needed or required for the promotion of the Public Trust, and that no substantial interference with the public trust uses and purposes will ensue by virtue of the transfer;

3. Included in the resolution a declaration that the transfer is consistent with the findings and declarations in Section 2 of SB 815 and is in the best interests of the State.

Upon adoption of the resolution, or at a time that is specified in the resolution, and the recordation of lease, transfer, or sale documents, the street shall thereupon be free from the public trust, Burton Act trust, and any additional restrictions on use or alienability created by the Burton Act transfer agreement. The Port is required to deposit the proceeds from the transfer in a separate account in the harbor fund, and may expend those proceeds solely for purposes of implementing the Port's capital plan, consistent with the Burton Act and the Public Trust.

Appraisal and Proposed Transaction

The Port contracted with Clifford Advisory, LLC to conduct an appraisal of Daggett Street assuming P Zoning and OS ("Open Space") height and bulk. Clifford Advisory performs valuation analysis and market research for all property types throughout the San Francisco Bay Area. According to the appraisal, which was completed on February 1, 2014:

"The use [P Zoning and OS ("Open Space")] restrictions...on the subject property eliminate its economic value, excluding its contribution to value of the surrounding parcels. [Daggett Street's] intended park use that is flanked by 4 - 6 story residential and mixed use (incorporating commercial or PDR uses on the ground floor), will enhance the appeal and value of the upper floor residential units that overlook the park. The appraiser concludes the enhancement can be used to measure the contributory value of the subject park site. The contributory value is quantified by the enhanced rental income likely to be generated by those units overlooking the park."

The appraisal analyzed rental income from other residential property similarly situated next to parks, and concluded that the net increased annual rental revenue from 68 units overlooking Daggett Park will be $68,000. Assuming a 4.25% capitalization rate, the appraiser concluded an indicated value of $1.6 Million. Under SB 815, the State Lands Commission will make a final determination as to the fair market value of the site.

After review of the City's appraisal of Daggett Street, State Lands staff requested a revised appraisal that would value Daggett Street assuming an economic value,

because open space does not typically have a market value. Clifford Advisory issued a revised appraisal report on December 3, 2014.

The revised appraisal analyzed the value of Daggett Street assuming development of residential housing on a portion of Daggett Street, assuming required setbacks from adjacent residential development and a required relocation of San Francisco Public Utilities Commission wastewater infrastructure. The analysis concluded a potential for developing up to 90 units of residential housing, but included a 75% discount to the value of the parcel because of the low likelihood that the City would vacate a public right-of-way for private purposes[5] and the difficulty of obtaining a rezoning that would allow a residential use. The valuation also included a deduction for the cost of relocating existing utility infrastructure. The revised appraisal concluded a value of $1.675 Million based on these factors.

The City, through RED, is proposing to purchase the Daggett Street parcel from the Port for $1.675 Million. If approved by the Port Commission, State Lands and the Board of Supervisors, the transaction would occur as an inter-departmental transfer, which would transfer jurisdiction of the property from the Port to RED in exchange for the $1.675 Million transfer fee. The proposed terms of the MOU are:

Term	Description
Parties	Port and Department of Real Estate ("RED")[6].
Property	Approximately 37,949 square feet of real property that diagonally crosses between Blocks 3833 and 3834 and intersects the north side of 16th Street and the west side of 7th Street, commonly known as Daggett Street ("Property"), all as more particularly shown on Exhibit A.
Effective Date	Upon City's payment of the fee set forth below and the completion of the street vacation and jurisdictional transfer.
Payment	City to pay the Port $1,675,000 ~~$1,600,000.00~~, which represents the appraised fair market value of the Property, in a one-time advance payment in exchange for the title to the fee simple interest to the Property. City to pay for the property from the Program Year 2013 Housing Related Parks Grant allocation and other sources, once the MOU authorizing transfer of such funds from the State of California to City is executed by the San Francisco Recreation and Parks Department (RPD) ("Grant Funds"), anticipated for January 2015.
Condition of Property	AS-IS. City acknowledges that Port has made no representations or warranties concerning the Property, including without limitation, the seismological or environmental conditions thereof.

[5] See the City's General Plan regulations

[6] Subject to further consultation with the Department of Public Works ("DPW") and the Department of Real Estate, the City may decide that DPW will take ownership of the parcel.

Funding Source

RED and OEWD have identified grant funding through the California Department of Housing and Community Development ("HCD") to pay the Port for Daggett Street. HCD operates a Housing-Related Parks (HRP) Program (Program) which provides grants for public parks designed to encourage cities and counties to develop new residential housing by rewarding those jurisdictions that approve housing affordable to lower-income households and are in compliance with State housing element law. The City has applied for and was awarded a $6.4 Million grant from this source, of which $1.6 Million is allocated to Daggett Park[7]. These funds are expected to be accepted by the City by January, 2015. The Planning Department and the Office of Economic and Workforce Development are collaborating to identify the remaining $75,000 required to pay the Port in full.

Environmental Review

As described above, on July 28, 2011, the Planning Commission entitled the Project. As part of that action, the Planning Commission certified an Environmental Impact Report (EIR) and adopted California Environmental Quality Act (CEQA) Findings, mitigation measures, and a mitigation monitoring and reporting program ("MMRP").

In December, 2014, the California State Lands Commission ("State Lands") published an Addendum to the Final EIR. The City's EIR did not address the termination of the common law Public Trust Doctrine on Daggett Street nor the lease, sale or other transfer of Daggett Street from the Port to the City. Therefore, State Lands, as a CEQA responsible agency, prepared an Addendum to analyze the termination of the public trust and the transfer of the property from the Port to the City, including State Lands' involvement (collectively, the Transfer) as part of the 1000 16th Street Project.

The Addendum supports the conclusion that the changes to the overall 1000 16th Street Project with the inclusion of the Transfer do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. No new information has become available and no substantial changes to the circumstances under which the overall 1000 16th Street Project is being undertaken have occurred since certification of the Final EIR. No substantial changes are required for the proposed Transfer, compared to those analyzed in the Final EIR. There are no new mitigation measures required and no new alternatives are available that would substantially reduce the environmental effects beyond those previously described in the Final EIR. Therefore, State Lands determined that the Final EIR continues to address all requisite environmental information required under CEQA and that no further analysis is required.

In connection with its action approving the proposed MOU, the Port Commission, in its independent capacity, must adopt CEQA findings consistent with the City's prior Project-related findings and the State Lands findings. These findings are attached as Exhibit E.

[7] http://www.hcd.ca.gov/hpd/website_award_posting.pdf

Recommendation and Next Steps

~~Port staff recommends approval of the attached~~ By Resolution 14-57, the Port Commission authorizeding Port staff to seek State Lands' approval to terminate the Public Trust over Daggett Street pursuant to SB 815. Staff projects the following timeline to complete the proposed transaction.

~~October 2014~~	~~State Lands staff is currently in the process of reviewing the appraisal in order to determine and confirm that staff can recommend that the Commission make the required finding that the transfer of Daggett Street will be for fair market value.~~
~~November 18, 2014~~	~~Port staff intends to seek Port Commission authorization to enter into a memorandum of understanding to transfer title to Daggett Street from the Port to RED, subject to approval by the State Lands Commission and the Board of Supervisors.~~
December 16, 2014	Port staff recommends approval of the attached resolution authorizing the Executive Director or her designee to enter into a memorandum of understanding to transfer title to Daggett Street from the Port to RED, subject to approval by the State Lands Commission and the Board of Supervisors, and adopting CEQA Findings (attached as Exhibit E) related to the Project.
December 17, 2014	City staff intends to seek from the State Lands Commission the required finding of fair market value and resolution approving the transfer of Daggett Street free of the Public Trust, and authorizing State Lands staff to take any necessary actions to effectuate the transfer. State Lands staff has recommended approval of the transaction to the California State Lands Commission and the item is calendared for consideration on December 17.
Early 2015	The projected time frame for the actual transfer of title from the Port to RED.
Mid 2015	The projected time frame for construction to start on Daggett Park.

Prepared by: Brad Benson, Director of Special Projects
Mark Lozovoy, Asst. Deputy Director, Real Estate

For: Monique Moyer, Executive Director
Susan Reynolds, Deputy Director, Real Estate

Exhibits

A – Daggett Street Premises
B – Eastern Neighborhoods Greater Area Plan
C – Parks in the Area
D – Daggett Park Conceptual Site Plan
E – CEQA Findings

PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 14-62

WHEREAS, California Statutes of 1968, Chapter 1333 (the "Burton Act") and the San Francisco Charter Section B3.581 empower the San Francisco Port Commission with the power and duty to use, conduct, operate, maintain, manage, regulate and control the lands within Port Commission jurisdiction; and

WHEREAS, By Resolution 06-62, the Port Commission authorized Port staff to pursue State legislation to terminate the public trust for commerce, navigation and fisheries ("Public Trust") over a number of paper streets in its jurisdiction and their subsequent sale, including Daggett Street between 16th and 7th Streets in Showplace Square, subject to the approval of the California State Lands Commission ("State Lands"); and

WHEREAS, The California Legislature adopted SB 815 (Senator Carole Migden), Chapter 660 of the statues of 2007, authorizing State Lands to terminate the Public Trust over Daggett Street and other paper streets in Port Commission jurisdiction; and

WHEREAS, On July 21, 2011, the San Francisco Planning Commission entitled a project with 470 units of housing on private land abutting Daggett Street; and

WHEREAS, On November 19, 2012, the Planning Commission approved the construction and perpetual maintenance of a public park on Daggett Street as a key public benefit delivered by the project; and

WHEREAS, Daggett Street is over a half mile from San Francisco Bay and is no longer used or necessary for navigation purposes; and

WHEREAS, Daggett Street was originally filled and reclaimed as part of a highly beneficial plan of harbor development and has ceased to be tidelands; and

WHEREAS, Daggett Street has been cut off from access to waters of San Francisco Bay; and

WHEREAS, Daggett Street constitutes a relatively small portion of tidelands granted to the City; and

WHEREAS, Daggett Street is not amenable to any Public Trust uses, other than revenue generation for the Trust; and

WHEREAS The proposed neighborhood park would not interfere with any Public Trust uses, but would not promote Public Trust purposes because Daggett Street no longer has any relation to the waterfront; and

WHEREAS, By its December 2014 independent appraisal, Clifford Advisory, LLC found that the fair market value of Daggett Street is $1.675 Million; and

WHEREAS, Subject to the required State Lands actions as provided in SB 815, City staff proposes a jurisdictional transfer of Daggett Street to the Department of Real Estate, free of the Public Trust (the "Transfer"), to facilitate construction of Daggett Park, in exchange for a fair market value payment to a separate account of the Harbor Fund, consistent with the requirements of SB 815; and

WHEREAS, By Resolution 14-57, the Port Commission authorized Port staff to seek the approval of State Lands for the Transfer and State Lands staff have reviewed and recommended approval of the appraisal prepared by Clifford Advisory, LLC; and

WHEREAS, On April 16, 2009, by Motion No. 17864, the San Francisco Planning Commission certified the Final Environmental Impact Report ("FEIR") for 1000 16th Street, consisting of four parcels comprising a triangular site bounded by Hubbell, 7th and 16th Streets and bisected by Daggett Street (Assessor's Block 3833, Lots 001, 002, and 003 and Assessor's Block 3834, Lot 001), Planning Department Case No. 2003.0527E as complete and its contents and the procedures through which it was prepared, publicized and reviewed complied with the California Environmental Quality Act (Cal. Pub. Res. Code §§ 21000 et seq., "CEQA"), the State CEQA Guidelines (Cal. Admin. Code title 14, §§ 15000 et seq., "CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"), a copy of which is on file with the Planning Commission Secretary; and

WHEREAS, In December 2014, the California State Lands Commission ("State Lands"), as a CEQA responsible agency, published an Addendum to the FEIR ("Addendum", Attachment A to Exhibit E) to analyze the termination of the public trust and the transfer of the property from the Port to the City, including State Lands' involvement (collectively, the Transfer), because the FEIR prepared by the City does not refer to the termination of the common law Public Trust Doctrine on Daggett Street nor the lease, sale or other transfer of Daggett Street from the Port to the City; and

WHEREAS, The Addendum supports the conclusion that the changes to the overall 1000 16th Street Project with the inclusion of the Transfer do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects and that no new information has become available and no substantial changes to the

circumstances under which the overall 1000 16th Street Project is being undertaken have occurred since certification of the FEIR; and

WHEREAS, The Addendum supports the conclusion that no substantial changes are required for the proposed Transfer, compared to those analyzed in the FEIR; and

WHEREAS, The Port Commission has reviewed and considered the information contained in the FEIR and the Addendum, all written and oral information provided by the Planning Department, the public, relevant public agencies and the administrative files for the Project and the FEIR and the Addendum; and

WHEREAS, The FEIR and Addendum files have been made available for review by the Port Commission and the public, and those files are part of the record before the Port Commission; and

WHEREAS, The Planning Department is the custodian of records, located in Case Number 2003.0527E, and those files are part of the record before this Port Commission; and

WHEREAS, Port staff has prepared proposed findings, as required by CEQA ("CEQA Findings"), which are attached to this resolution as Exhibit E, and

WHEREAS, A Mitigation Monitoring and Reporting Program ("MMRP") for the 1000 16th Street Project has been prepared, approved by the Planning Commission, which is referenced in the CEQA Findings and is on file with the Port Commission Secretary; and

WHEREAS, The CEQA Findings and the MMRP were made available to the public and the Port Commission for the Port Commission's review, consideration and action; now therefore, be it

RESOLVED, The Port Commission has reviewed and considered the Final EIR and the Addendum and hereby adopts the CEQA Findings for the Project as set forth in Exhibit E and incorporates those findings, including the Statement of Overriding Considerations, rejection of alternatives, and the MMRP, in this resolution by this reference; and, be it further

RESOLVED, That the Port Commission authorizes the Port Executive Director to enter a Memorandum of Understanding with the Department of Real Estate Department ("RED") to transfer jurisdiction of Daggett Street from the Port to RED in exchange for the $1.675 Million transfer fee, subject to the approval of the California State Lands Commission and the Board of Supervisors, all as described in the attached staff report; and, be it further

RESOLVED, That the Port Commission authorizes the Executive Director to enter into any additions, amendments or other modifications to the MOU and that

the Executive Director, in consultation with the City Attorney, determines are in the best interests of the City, do not materially decrease the benefits or otherwise materially increase the obligations or liabilities of the City or Port, and are necessary or advisable to complete the transfer of Daggett Street that this resolution contemplates and effectuate the purpose and intent of this resolution, such determination to be conclusively evidenced by the execution and delivery by the Executive Director of such additions, amendments or other modifications to the MOU.

I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of December 16, 2014.

_____
Secretary

Exhibit A: Daggett Street Premises

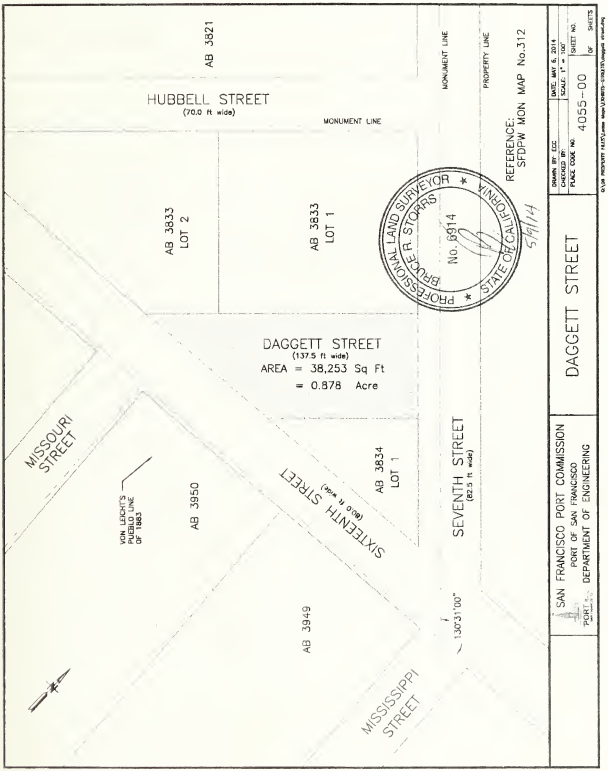


Exhibit B: Eastern Neighborhoods Greater Area Plan

PLAN AREAS

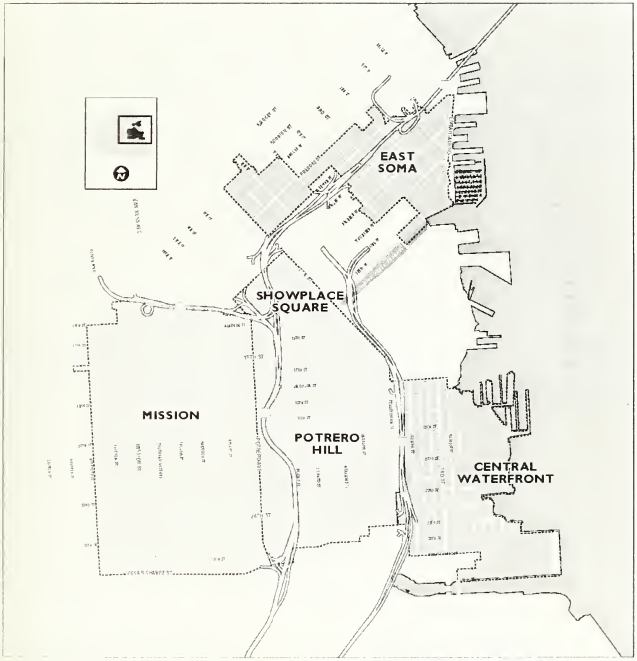


Exhibit C: Parks in the Area

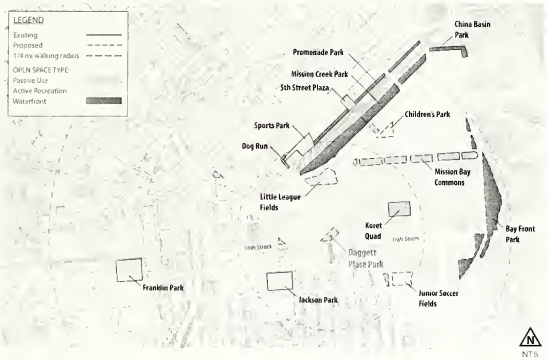
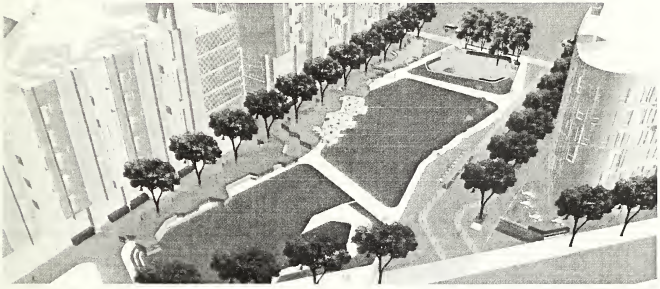


Exhibit D: Daggett Park Conceptual Site Plan



DAGGETT PARK

CMG

Exhibit E: California Environmental Quality Act Findings

The San Francisco Port Commission (hereinafter "Port Commission") hereby ADOPTS THESE CEQA FINDINGS for the Final Environmental Impact Report ("EIR") identified as case file No. 2003.0527E and the Addendum published by the California State Lands Commission on file with the Port Commission Secretary, for the proposed development at 1000 16th Street and for the transfer of Daggett Street to the Department of Real Estate to facilitate the development of Daggett Park (hereinafter "Project"). In determining to approve the proposed Project, the Port Commission makes and adopts the following findings of fact and adopts the following evaluation and recommendations regarding mitigation measures and alternatives with respect to the Project, in light of substantial evidence in the whole record of Project proceedings, including but not limited to, the EIR and pursuant to the requirements of CEQA, particularly Sections 21081 and 21081.5, the CEQA Guidelines, particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administrative Code.

I. INTRODUCTION AND PROJECT DESCRIPTION

This document is organized as follows:

Section I provides a description of the Project, the environmental review process for the Project, and the location of records.

Section II provides a description of the prior Planning Commission action and the Port Commission action to be taken.

Section III evaluates the Draft EIR originally proposed project, Alternatives A, C and D and the economic, legal, social, technological, and other considerations that support the rejection of the Draft EIR preferred project, Alternatives A, C and D.

Section IV identifies potentially significant impacts that are avoided or reduced to less-than-significant levels and makes findings regarding Mitigation Measures.

Section V identifies significant, unavoidable land use and transportation impacts of the Project that cannot be avoided or reduced to less-than-significant levels through Mitigation Measures.

Section VI makes findings in support of a Statement of Overriding Considerations such that the economic, legal, social, technological, or other benefits of the Project outweigh the unavoidable adverse environmental effects, rendering the adverse environmental effects acceptable.

A. Project Description

The project site is located in southeast San Francisco, at the northern base of Potrero Hill, two blocks north of the Potrero Hill residential neighborhood. The site is just west of the mixed-use University of California, San Francisco (UCSF) Mission Bay campus on the opposite side of Interstate 280, and a few blocks southeast of the interior design neighborhood known as Showplace Square. The site consists of Lots 1, 2, and 3 on Assessor's Block 3833, Lot 1 on Assessor's Block 3834, and the Daggett Street right of way (ROW), and is bounded by Hubbell Street on the northwest, 7th Street on the northeast, and 16th Street to the south. The 3.15 acre project site consists of two currently vacant sites together with the one-half block long

Daggett Street ROW which extends between the two sites, as a local public street. The project site occupies a flat, low-lying area where the northern residential side of Potrero Hill slopes down to meet the historically industrial flatlands. The currently-vacant project site was the former location of a paint manufacturing facility whose operations ceased in 1996. Only the concrete pads from that facility remain following the demolition of all above-ground structures in 1999. The site is zoned UMU and PDR-1-G and is within a 68-X height and bulk district.

The proposed Project entails construction of two, six-story, 68-foot tall buildings of mixed-use development totaling approximately 573,000 gross square feet (sq. ft.) that substantially conforms to Variant 2 of the Preferred Project described in the EIR and Alternative B in the draft EIR. The Northern Building (Buildings A and B described in the EIR's Preferred Project and in its Figure C&R 1 – Preferred Project Site Plan) would be located on the northwestern block of the site, would be constructed on a podium over below-grade parking, and would contain a mix of residential, retail and Production, Distribution, and Repair (PDR)/Small Enterprise Workspace (SEW) space. The Southern Building (Building C described in the EIR's Preferred Project and in its Figure C&R 1 – Preferred Project Site Plan) containing residential and retail space, would be located at the southeastern corner of the site.

The proposed Project would include about 470 residential units (374,000 sq. ft.); about 15,000 sq. ft. of ground-floor retail and restaurant uses; and approximately 8,000 sq. ft. of PDR/SEW space (see Figure C&R 1 – Preferred Project Site Plan). The proposed Project would also include beneath the Northern Building, a parking garage at grade with access on Hubbell Street (for about 306 parking spaces and four off-street car-share spaces and at least 154 bicycle parking spaces). With MTA approval, the Project would also provide three on-street loading spaces located along Hubbell Street and 7th Streets. An additional 48 on-street parking spaces would be provided on surrounding streets and within the Daggett ROW. Twenty percent of the total dwelling units, or about 94 units, would be designated as Below Market Rate (BMR) units pursuant to the City's Residential Inclusionary Affordable Housing Program and the requirements for Tier B projects in the UMU zoning district.

Pedestrian entrances and lobbies for the residential units in the Northern Building would be located along 16th, Daggett and 7th Streets. The pedestrian entrance and lobby for the Southern Building would also be located along the Daggett ROW.

The proposed Project includes a total of about 42,000 sq. ft. of private and common usable open space via deck, balconies, ground level open space (including a corner park at the intersection of 16th and Hubbell Streets), podium courtyards and a pedestrian mews. Contingent upon future City approvals, an 0.88 acre public park would be developed by the applicant in the Daggett ROW, a portion of which would be retained as a one-way public street.

Of the 470 units proposed, the approximate break-down of unit types would be as follows:

Flex	Studios	One-Bedroom	Two-Bedroom	Total Units
30	50	200	188	470
6%	11%	43%	40%	100%

The proposed project would require a Large Project Authorization, pursuant to Planning Code Section 329, with exceptions for rear yard, dwelling unit exposure, off-street loading, horizontal mass reduction and ground floor active uses.

B. **Environmental Review**

On January 26, 2008, the Planning Department prepared and published a Draft Environmental Impact Report ("DEIR"). The Planning Commission held a duly advertised public hearing on the DEIR on February 21, 2008, at which opportunity for public comment was given, and public comment was received on the DEIR.

The Planning Department prepared responses to comments on environmental issues received at the public hearing and in writing during the public review period for the DEIR, prepared revisions to the text of the DEIR, and published the Comments and Responses on March 2, 2009 During a public hearing, the Planning Commission certified the Final EIR on April 16, 2009. The Project, described in detail above, is based on Alternative B of the Draft EIR and the Project Description contained in the Final EIR, as Variant 2 of the Preferred Project, as described therein.

On July 28th, 2011[1], the Planning Commission entitled the Project by approving a Large Project Authorization pursuant to proposed Planning Code Section 329 to authorize construction of the Project and permitting (1) modification of the rear yard dimensional requirement (pursuant to Planning Code Section 134(f); (2) an exception, for seven units, to the dwelling unit exposure requirement of Planning Code Section 140; (3) a reduction (from two to zero) of off-street loading spaces provided (Planning Code Section 152.1); (4) a reduction in horizontal mass for the Northern Building (Planning Code Section 270.1); and (5) an exception to the active use requirement for the ground-floor along 7th Street (Planning Code Section 145.1). As part of that action, the Planning Commission adopted CEQA Findings, mitigation measures, and a mitigation monitoring and reporting program ("MMRP") consistent with these findings.

In December, 2014, the California State Lands Commission ("State Lands") published an Addendum to the FEIR. The EIR prepared by the City does not refer to the termination of the common law Public Trust Doctrine on Daggett Street nor the lease, sale or other transfer of Daggett Street from the Port to the City. Therefore, State Lands, as a CEQA responsible agency, prepared an Addendum to analyze the termination of the public trust and the transfer of the property from the Port to the City, including State Lands' involvement (collectively, the Transfer) as part of the 1000 16th Street Project. The Addendum is attached as Attachment A to these findings.

The Addendum supports the conclusion that the changes to the overall 1000 16th Street Project by including the Transfer do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. No new information has become available and no substantial changes to the circumstances under which the overall 1000 16th Street Project is being undertaken have occurred since certification of the EIR. No substantial changes are required for the proposed Transfer, compared to those analyzed in the EIR. There are no new mitigation measures required and no new alternatives are available that would substantially reduce the environmental effects beyond those previously described in the EIR. Therefore, State Lands has determined that no subsequent or supplemental EIR is required. The Port Commission concurs with this State Lands finding.

C. **Location of Records**

The public hearing transcript, a copy of all letters regarding the Final EIR received during the public review period, the administrative record, and background documentation for the Final EIR

[1] http://www.sf-planning.org/index.aspx?page=2947

are located at the Planning Department, 1650 Mission Street, San Francisco. The Planning Commission Secretary, Linda Avery, is the custodian of records for the Planning Department, the Planning Commission, and the Port Commission.

These findings are based upon substantial evidence in the entire record before the Port Commission.

II. COMMISSION ACTIONS

The Port Commission is considering the following actions ("Actions"), in furtherance of the Project:

a) Adoption of these CEQA Findings, mitigation measures, and a mitigation monitoring and reporting program ("MMRP").

c) Port Commission approval of a transfer of title of Daggett Street to the City's Real Estate Division to facilitate development of Daggett Park.

III. CONSIDERATION OF PROJECT ALTERNATIVES

The EIR concluded that the project will have a significant unmitigated environmental impact by (a) contributing to the cumulative loss of land available for PDR use in the Eastern Neighborhoods rezoning study area, and (b) causing a significant, unavoidable traffic impact at the unsignalized intersection of 16th/Arkansas/Hubbell Streets. The one alternative that would reduce both these potential impacts (Alternative A) is discussed and analyzed here, as are the other alternatives (Draft EIR preferred project and Alternatives C and D), neither of which would lessen both potential significant impacts. The Planning Commission certifies that it has independently reviewed and considered the information on the alternatives provided in the EIR and in the record. The EIR reflects the Planning Commission's and the City's independent judgment as to the alternatives.

The Port Commission finds that the Project provides the best balance between satisfaction of the project objectives and mitigation of environmental impacts to the extent feasible, as described and analyzed in the EIR and adopts a statement of overriding considerations.

A. Project Objectives

As described above, the proposed Project seeks to convert an underutilized industrial area to a mixed-use residential development by constructing two new buildings with parking. The proposed Project would provide up to 470 units of housing. The Project would also provide retail and restaurant space, PDR space and publicly accessible open space.

The following are the Project Sponsors' objectives for the proposed project:

The project sponsor has the following objectives:

1. Provide moderate-density housing near downtown and Mission Bay, accessible to various modes of public transit, which converts underutilized industrial and commercial areas to mixed-use residential.
2. Create on-site PDR space where none currently exists.
3. Provide a variety of housing types for a broad range of households, including ownership

and/or rental units, some of which could accommodate the needs of students and staff at the UCSF Mission Bay campus and the California College of the Arts.

4. Remediate hazardous brownfield conditions on-site and return the large infill project site to productive use.
5. Replace a contaminated, vacant site with new structures that would provide housing units in a variety of sizes for the San Francisco market, including BMR units pursuant to the City's Residential Inclusionary Affordable Housing Program.
6. Improve the currently-closed Daggett Street ROW to reintroduce public vehicular traffic and provide public open space programmed to provide the larger community and neighborhood with space for cultural programs, and recreational and entertainment activities.
7. Create a critical mass of neighborhood-serving retail space surrounding an improved Daggett Street ROW to serve project residents and the adjacent community.
8. Create a development that is a dynamic, mixed-use place that serves as a transitional area between more traditional, established, residential neighborhoods and areas intended for PDR and other business activities, generally consistent with the Planning Department's proposed zoning designation of the site.
9. Reclassify the height/bulk district of the site to permit buildings with varied heights up to 85 feet to optimize residential solar exposure and increase the number and types of dwelling units that can be constructed on the project site, while avoiding a single uniform height of buildings across the site, and while preserving views of downtown and the Bay from and to Potrero Hill.
10. Provide a publicly accessible open space amenity at the western corner of the site at the intersection of 16th and Hubbell Streets.
11. Enhance nighttime and weekend security and safety on the streets in the immediate vicinity of the project site by implementing urban design features which create "eyes on the street."
12. Provide design features which enhance the pedestrian experience such as building setbacks, wider sidewalks, crosswalks, pedestrian bulb-outs, etc.
13. Efficiently provide adequate on-site (off-street) parking and loading to meet the needs of the project. Incorporate design features that encourage the use of alternative modes of travel, such as bicycling, Muni, and car-share.
14. Should market conditions or final zoning designation foreclose residential development on the site, as an alternative provide office or other commercial space in lieu of residential units on the upper floors of the building to support the UCSF Mission Bay campus.

B. Alternatives Rejected and Reasons for Rejection

CEQA provides that alternatives analyzed in an EIR may be rejected if "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible . . . project alternatives identified in the final EIR." (CEQA Guidelines § 15091(a)(3).) The Commission has reviewed each of the alternatives to the Project as described in the EIR that would reduce or avoid the impacts of the Project and finds that there is substantial evidence of specific economic, legal, social, technological and other considerations that make Alternative A infeasible, for the reasons set forth below. The DEIR preferred project and Alternatives C and D would not reduce or avoid the potentially

significant impacts of the Project.

The Commission adopts the EIR's analysis and conclusions regarding alternatives eliminated from further consideration, both during the scoping process and in response to comments.

a. DEIR Proposed Project

The DEIR described and studied the Project Sponsor's originally proposed project (the "DEIR Project") (EIR at pp.43-52). The DEIR Project proposes to construct about 408 residential units in three buildings up to eight stories (85 feet) tall on the same site and in approximately the same configuration. The DEIR Project includes approximately 425,000 sq. ft. of residential space, about 15,000 sq. ft. of ground-floor retail (including restaurant) space, and approximately 20,000 sq. ft. of PDR space, as well as the corner park and Daggett ROW open space included in the proposed Project. Because of its height, however, the DEIR Project would require zoning map amendments to reclassify the Height and Bulk district from 50-X to 85-X. The DEIR Project was proposed in anticipation of the City's approval of such rezoning as part of its enactment of the Eastern Neighborhoods Plan. The DEIR Project would have the same environmental impacts as the Project, except that it would have greater aesthetic impacts than the Project, which impacts of the Project are less than significant.

However, because the City did not rezone the project site to a 85-X Height and Bulk district but rather rezoned to a 68-X Height and Bulk district, the DEIR Project is hereby found by the Commission to be infeasible: an 85 foot high project cannot legally be implemented under the current 68-X height and bulk district zoning because the DEIR Project would exceed the height limit.

b. Alternative A: No Project

The No Project Alternative would entail no physical land use changes at the project site. The No Project Alternative would not change the existing vacant lots, would provide no brownfield remediation, and no new residential, PDR, retail, community, or open space would be developed.

The No Project Alternative is hereby found by the Commission to be infeasible and is rejected because it is inconsistent with many of the objectives and goals of the General Plan, including but not limited to:

Housing Element

Objective 1: To provide new housing, especially permanently affordable housing, in appropriate locations which meets identified housing needs and takes into account the demand for affordable housing created by employment demand.

Policy 1.1: Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhoods support.

Policy 1.3: Identify opportunities for housing and mixed-use districts near downtown and former industrial portions of the City.

Policy 1.7: Encourage and support the construction of quality, new family housing.

Objective 4: Support affordable housing production by increasing site availability and capacity.

Policy 4.1: Actively identify and pursue opportunity sites for permanently affordable housing.

Policy 4.2: Include affordable units in larger housing projects.

Policy 4.5: Allow greater flexibility in the number and size of units within established building envelopes, potentially increasing the number of affordable units in multi-family structures.

Objective 11: In increasing the supply of housing, pursue place making and neighborhood building principles and practices to continue San Francisco's desirable urban fabric and enhance livability in all neighborhoods.

Policy 11.1: Use new housing development as a means to enhance neighborhood vitality and diversity.

Policy 11.2: Ensure housing is provided with adequate public improvements, services, and amenities.

Policy 11.3: Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.

Policy 11.5: Promote the construction of well-designed housing that enhances existing neighborhood character.

Urban Design Element

Objective 4: Improvement of the Neighborhood Environment to Increase Personal Safety, Comfort, Pride and Opportunity.

Policy 4.6: Emphasize the importance of local centers providing commercial and government services.

Policy 4.8: Provide convenient access to a variety of recreation opportunities.

Policy 4.10: Encourage or require the provision of recreation space in private development.

Policy 4.11: Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.

Policy 4.13: Improve pedestrian areas by providing human scale and interest.

Recreation and Open Space Element

Objective 4: Provide opportunities for recreation and the enjoyment of open space in every

San Francisco neighborhood.

Policy 4.7: Provide open space to serve neighborhood commercial districts.

Showplace Square/Potrero Area Plan

The No Project Alternative would also be inconsistent with key goals of the Showplace Square/Potrero Area Plan; this Plan focuses on the creation of a mix of land uses in the neighborhood while retaining the area's role as an important location for PDR activities. These goals include but are not limited to:

Objective 1.1: Encourage the Transition of Portions of Showplace/Potrero to a More Mixed Use and Neighborhood-Serving Character, While Protecting the Core of Design-Related PDR Uses

Objective 1.2: In Areas of Showplace/Potrero Where Housing and Mixed Use Is Encouraged, Maximize Development Potential in Keeping With Neighborhood Character

Objective 2.1: Ensure that a Significant Percentage of New Housing Created in the Showplace/Potrero Is Affordable to People with a Wide Range of Incomes

Objective 2.6: Continue and Expand the City's Efforts to Increase Permanently Affordable Housing Production and Availability

Objective 3.1: Promote an Urban Form that Reflects Showplace Square and Potrero Hill's Distinctive Place in the City's Larger Form and Strengthens Its Physical Fabric and Character

Objective 3.2: Promote an Urban Form and Architectural Character that Supports Walking and Sustains a Diverse, Active and Safe Public Realm

Policy 3.2.4: Strengthen the relationship between a building and its fronting sidewalk

Policy 3.2.7: Strengthen the pedestrian network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.

Objective 4.5: Consider the Street Network in Showplace Square/Potrero Hill as a City Resource Essential to Multi-Modal Movement and Public Open Space

Policy 4.5.2: As part of a development project's open space requirement, require publicly-accessible alleys that break up the scale of large developments and allow additional access to buildings in the project.

Objective 5.1: Provide Public Parks and Open Spaces that Meet the Needs of Residents, Workers and Visitors

Objective 5.2: Ensure that New Development Includes High Quality Private Open Space

Policy 5.2.3: Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.

Policy 5.2.4: Encourage publicly accessible open space as part of new residential and

commercial development.

Policy 5.2.6: Ensure quality open space is provided in flexible and creative ways, adding a well-used, well-cared for amenity for residents of a highly urbanized neighborhood. Private open space should meet the following design guidelines:

A. Designed to allow for a diversity of uses, including elements for children, as appropriate.

B. Maximize sunlight exposure and protection from wind.

C. Adhere to the performance-based evaluation tool.

Objective 5.4: The Open Space System Should both Beautify the Neighborhood and Strengthen the Environment

Objective 7.1: Provide Essential Community Services and Facilities

Policy 7.1.1: Support the siting of new facilities to meet the needs of a growing community and to provide opportunities for residents of all age levels.

Finally, the No Project Alternative is infeasible because it fails to achieve the Project Sponsors' objectives, including but not limited to:

1. Provide moderate-density housing near downtown and Mission Bay, accessible to various modes of public transit, which converts underutilized industrial and commercial areas to mixed-use residential.
2. Create on-site PDR space where none currently exists.
3. Provide a variety of housing types for a broad range of households, including ownership and/or rental units, some of which could accommodate the needs of students and staff at the UCSF Mission Bay campus and the California College of the Arts.
4. Remediate hazardous brownfield conditions on-site and return the large infill project site to productive use.
5. Replace a contaminated, vacant site with new structures that would provide housing units in a variety of sizes for the San Francisco market, including BMR units pursuant to the City's Residential Inclusionary Affordable Housing Program.
6. Improve the currently-closed Daggett Street ROW to reintroduce public vehicular traffic and provide public open space programmed to provide the larger community and neighborhood with space for cultural programs, and recreational and entertainment activities.
7. Create a critical mass of neighborhood-serving retail space surrounding an improved Daggett Street ROW to serve project residents and the adjacent community.
8. Enhance nighttime and weekend security and safety on the streets in the immediate vicinity of the project site by implementing urban design features which create "eyes on the street."

c. Alternative C: Reduced Density Alternative

Alternative C, the Reduced Density Alternative, would provide a reduced number of residential

units in buildings with the same footprint as those proposed, but with substantially lower, consistent building heights, when compared to the proposed Project. With regard to residential density, this alternative would be consistent with the Planning Code prior to adoption of the Showplace Square/Potrero Area Plan and its implementing Planning Code amendments in 2008, which prior zoning allowed for a residential density of 1 unit/600 sq. ft. of lot area in a Planned Unit Development within an M-2 zoning district, as opposed to the proposed Project which contains approximately 1 unit/292 sq. ft. of lot area. Alternative C, then, would provide about 228 unit, or 242 units less than the proposed Project, in 50 foot high, five-story buildings. The unit mix would also differ from the proposed Project, and would consist almost entirely of one- and two-bedroom units. Under Alternative C, approximately 230 parking spaces would be provided in a one and a half-level garage. The amount of space proposed for other uses would remain the same as that for the proposed Project. In Alternative C, the Daggett ROW would be retained as a public street but would not contain public open space as in the proposed Project. The planning approvals required for the proposed Project would also be required for Alternative C.

Alternative C, then, differs from the proposed Project as follows: 40 percent less total square feet (350,000 vs. 586,971), 51 percent fewer residential units (228 vs. 470), 63 percent fewer BMR units (35 vs. 94), 25 percent fewer parking spaces (230 vs. 306), and all buildings being 18 feet shorter than the proposed Project's two, 68-foot high buildings.

Because of its smaller size, Alternative C would have incrementally less intensive environmental effects when compared to the propose Project, and is therefore considered the environmentally superior alternative. However, Alternative C would share, and not lessen, the potential significant impacts of the proposed Project. Both Alternative C and the proposed Project would contribute to the cumulative loss of land available for PDR use in the Eastern Neighborhoods rezoning study area; and both would cause a significant, unavoidable traffic impact at the unsignalized intersection of 16th/Arkansas/Hubbell Streets. Accordingly, Alternative C would not avoid or reduce the potentially significant land use and transportation impacts of the proposed Project and is rejected for that reason.

With the same significant impact, then, Alternative C would provide fewer housing units and fewer inclusionary units to meet the City's target for new housing construction, would do so by providing less variety of types and sizes, and would not facilitate improvements to the Daggett ROW. Alternative C is thus also rejected because it is less consistent than the proposed Project with many of the objectives and goals of the General Plan, including but not limited to:

Housing Element

Objective 1: To provide new housing, especially permanently affordable housing, in appropriate locations which meets identified housing needs and takes into account the demand for affordable housing created by employment demand.

Policy 1.1: Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhoods support.

Policy 1.7: Encourage and support the construction of quality, new family housing.

Objective 4: Support affordable housing production by increasing site availability and capacity.

Policy 4.1: Actively identify and pursue opportunity sites for permanently affordable housing.

Policy 4.2: Include affordable units in larger housing projects.

Policy 4.5: Allow greater flexibility in the number and size of units within established building envelopes, potentially increasing the number of affordable units in multi-family structures.

Objective 11: In increasing the supply of housing, pursue place making and neighborhood building principles and practices to continue San Francisco's desirable urban fabric and enhance livability in all neighborhoods.

Policy 11.1: Use new housing development as a means to enhance neighborhood vitality and diversity.

Policy 11.5: Promote the construction of well-designed housing that enhances existing neighborhood character.

Policy 11.8: Strongly encourage housing project sponsors to take full advantage of allowable building densities in their housing developments while remaining consistent with neighborhood character.

Showplace Square/Potrero Area Plan

The Reduced Density Alternative would also be less consistent with key goals of the Showplace Square/Potrero Area Plan including, but not limited to:

Objective 1.2: In Areas of Showplace/Potrero Where Housing and Mixed Use Is Encouraged, Maximize Development Potential in Keeping With Neighborhood Character

Objective 2.1: Ensure that a Significant Percentage of New Housing Created in the Showplace/Potrero Is Affordable to People with a Wide Range of Incomes

Objective 2.6: Continue and Expand the City's Efforts to Increase Permanently Affordable Housing Production and Availability

Objective 4.5: Consider the Street Network in Showplace Square/Potrero Hill as a City Resource Essential to Multi-Modal Movement and Public Open Space

Policy 4.5.2: As part of a development project's open space requirement, require publicly-accessible alleys that break up the scale of large developments and allow additional access to buildings in the project.

Objective 5.1: Provide Public Parks and Open Spaces that Meet the Needs of Residents, Workers and Visitors

Objective 5.2: Ensure that New Development Includes High Quality Private Open Space

Policy 5.2.3: Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.

Policy 5.2.4: Encourage publicly accessible open space as part of new residential and commercial development.

Policy 5.2.6: Ensure quality open space is provided in flexible and creative ways, adding a well used, well-cared for amenity for residents of a highly urbanized neighborhood. Private open space should meet the following design guidelines:

A. Designed to allow for a diversity of uses, including elements for children, as appropriate.

B. Maximize sunlight exposure and protection from wind.

C. Adhere to the performance-based evaluation tool.

Objective 5.4: The Open Space System Should both Beautify the Neighborhood and Strengthen the Environment

Finally, Alternative C is infeasible because it fails to achieve the Project Sponsors' objectives as well as the proposed Project, including but not limited to:

1. Provide moderate-density housing near downtown and Mission Bay, accessible to various modes of public transit, which converts underutilized industrial and commercial areas to mixed-use residential.
2. Provide a variety of housing types for a broad range of households, including ownership and/or rental units, some of which could accommodate the needs of students and staff at the UCSF Mission Bay campus and the California College of the Arts.
3. Enhance nighttime and weekend security and safety on the streets in the immediate vicinity of the project site by implementing urban design features which create "eyes on the street."
4. Improve the currently-closed Daggett Street ROW to provide public open space programmed to provide the larger community and neighborhood with space for cultural programs, and recreational and entertainment activities.

d. Alternative D: Commercial Alternative

Alternative D, the Commercial Alternative, would consist of mixed commercial, retail, and PDR space within three buildings with a consistent height of five stories (65 feet). A new fourth building would be constructed and would consist of a seven-level, 504-space parking structure, also at 65 feet in height. The buildings would have the same general footprint as that in the proposed Project, except that Building B would be separate from the parking structure (located on the corner of 7th and Hubbell Streets), and there would be no podium level connecting Buildings A and B. The ground floors of each building would include approximately 58,800 sq. ft. total of PDR space and approximately 13,800 sq. ft. total of neighborhood-serving retail space (including approximately 5,100 sq. ft. for a restaurant). The second through fifth floors of all three buildings would provide a total of approximately 321,000 sq. ft. of office or other commercial space. No residential space is proposed in the Commercial Alternative. As in the proposed Project, the Daggett ROW would be retained as an improved public street and could

include an adjacent public park. A Planning Code Section 321 office space allocation would be necessary if more than 24,999 sq. ft. of office space is proposed.

By providing more PRD space (13,800 v. 8,000 sq. ft.), Alternative D would incrementally lessen the land use impact (area-wide loss of PRD space) when compared to the proposed Project. However, Alternative D would increase the significant impact to transportation causing a significant, unavoidable traffic impact at the signalized intersection of 7th/Townsend Streets, in addition to that which the proposed Project would cause at the unsignalized intersection of 16th/Arkansas/Hubbell Streets. Accordingly, Alternative D would not avoid or reduce the potentially significant transportation impacts of the proposed Project and is rejected for that reason. Alternative D is also rejected as infeasible because the 2008 rezoning of the site to the UMU and PDR-1-G zoning districts would not permit a predominantly office development to be approved, rendering Alternative D legally infeasible.

In addition, Alternative D would provide no new housing units or inclusionary units to meet the City's target for new housing construction, and is thus also rejected because it is less consistent than the proposed Project with many of the objectives and goals of the General Plan, including but not limited to:

Housing Element

Objective 1: To provide new housing, especially permanently affordable housing, in appropriate locations which meets identified housing needs and takes into account the demand for affordable housing created by employment demand.

Policy 1.1: Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhoods support.

Policy 1.7: Encourage and support the construction of quality, new family housing.

Objective 4: Support affordable housing production by increasing site availability and capacity.

Policy 4.1: Actively identify and pursue opportunity sites for permanently affordable housing.

Policy 4.2: Include affordable units in larger housing projects.

Policy 4.5: Allow greater flexibility in the number and size of units within established building envelopes, potentially increasing the number of affordable units in multi-family structures.

Objective 11: In increasing the supply of housing, pursue place making and neighborhood building principles and practices to continue San Francisco's desirable urban fabric and enhance livability in all neighborhoods.

Policy 11.1: Use new housing development as a means to enhance neighborhood vitality and

diversity.

Policy 11.5: Promote the construction of well-designed housing that enhances existing neighborhood character.

Policy 11.8: Strongly encourage housing project sponsors to take full advantage of allowable building densities in their housing developments while remaining consistent with neighborhood character.

Showplace Square/Potrero Area Plan

Alternative D, because it would provide no residential units, would also be inconsistent with key goals of the Showplace Square/Potrero Area Plan including, but not limited to:

Objective 1.2: In Areas of Showplace/Potrero Where Housing and Mixed Use Is Encouraged, Maximize Development Potential in Keeping With Neighborhood Character

Objective 2.1: Ensure that a Significant Percentage of New Housing Created in the Showplace/Potrero Is Affordable to People With a Wide Range of Incomes

Objective 2.6: Continue and Expand the City's Efforts to Increase Permanently Affordable Housing Production and Availability

Objective 3.2: Promote an Urban Form and Architectural Character that Supports Walking and Sustains a Diverse, Active and Safe Public Realm

Policy 3.2.7: Strengthen the pedestrian network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.

Objective 4.5: Consider the Street Network in Showplace Square/Potrero Hill as a City Resource Essential to Multi-Modal Movement and Public Open Space

Policy 4.5.2: As part of a development project's open space requirement, require publicly-accessible alleys that break up the scale of large developments and allow additional access to buildings in the project.

Objective 5.1: Provide Public Parks and Open Spaces that Meet the Needs of Residents, Workers and Visitors

Objective 5.2: Ensure that New Development Includes High Quality Private Open Space

Policy 5.2.3: Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.

Policy 5.2.4: Encourage publicly accessible open space as part of new residential and commercial development.

Policy 5.2.6: Ensure quality open space is provided in flexible and creative ways, adding a well used, well-cared for amenity for residents of a highly urbanized neighborhood. Private open space should meet the following design guidelines:

A. Designed to allow for a diversity of uses, including elements for children, as

appropriate.

B. Maximize sunlight exposure and protection from wind.

C. Adhere to the performance-based evaluation tool.

Objective 5.4: The Open Space System Should both Beautify the Neighborhood and Strengthen the Environment

Objective 7.1: Provide Essential Community Services and Facilities

Policy 7.1.1: Support the siting of new facilities to meet the needs of a growing community and to provide opportunities for residents of all age levels.

Finally, Alternative D is infeasible because it fails to achieve the Project Sponsors' objectives, including but not limited to:

1. Provide moderate-density housing near downtown and Mission Bay, accessible to various modes of public transit, which converts underutilized industrial and commercial areas to mixed-use residential.
2. Provide a variety of housing types for a broad range of households, including ownership and/or rental units, some of which could accommodate the needs of students and staff at the UCSF Mission Bay campus and the California College of the Arts.
3. Replace a contaminated, vacant site with new structures that would provide housing units in a variety of sizes for the San Francisco market, including BMR units pursuant to the City's Residential Inclusionary Affordable Housing Program.
4. Enhance nighttime and weekend security and safety on the streets in the immediate vicinity of the project site by implementing urban design features which create "eyes on the street."

IV. POTENTIALLY SIGNIFICANT IMPACTS THAT ARE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL AND FINDINGS REGARDING MITIGATION MEASURES

The potentially significant impacts of the project that will be mitigated through implementation of mitigation measures include construction noise, construction air quality, hazards from lead-contaminated soil and PCBs, and archeological resources.

The Project Sponsor has agreed to implement all mitigation measures identified in the EIR, and on July 28th, 2011 the Planning Commission imposed those mitigation measures as conditions of approval.

The Addendum (Attachment A) found that the proposed transfer of Daggett Street from the Port to the Real Estate Department does not create any new significant environmental effects or a substantial increase in the severity of previously identified significant effects and accordingly requires no new mitigation measures.

Pursuant to CEQA Section 21081.6, adopted mitigation measures will be implemented and monitored as described in the Mitigation Monitoring and Reporting Plan that is on file with the Port Commission Secretary and incorporated herein by reference.

The required mitigation measures are fully enforceable and are included as conditions of approval in the Planning Commission's Planning Code Section 329 proceeding or will be enforced though inclusion as conditions of approval in any building permits issued for the Project by the San Francisco Department of Building Inspection.

With the required mitigation measures, all potential project impacts except cumulative land use impacts and unavoidable traffic impact at the unsignalized intersection of 16th/Arkansas/Hubbell Streets would be avoided or reduced to a less-than-significant level.

As authorized by CEQA Section 21081 and CEQA Guidelines Section 15091, 15092, and 15093, based on substantial evidence in the whole record of this proceeding, the City finds that, unless otherwise stated, all of the changes or alterations to the Project listed herein have been required in, or incorporated into, the project to mitigate or avoid the significant or potentially significant environmental impacts listed herein, as identified in the EIR, that these mitigation measures will be effective to reduce or avoid the potentially significant impacts as described in the EIR, and these mitigation measures are feasible to implement and are within the responsibility and jurisdiction of the City and County of San Francisco to implement or enforce.

The mitigation measures proposed for adoption in this section are the same as the mitigation measures identified in the EIR and those imposed by that the Planning Commission imposed as conditions of approval on July 28th, 2011. Further, the Port Commission recognizes the Planning Commission's role in regard to implementation of all the mitigation measures and that none of these measures fall within Port Commission responsibility; finds that the mitigation measures identified in this section are appropriate and feasible for Planning Commission adoption; and determines that the Mitigation Monitoring and Reporting Program (on file with the Port Commission Secretary) is designed to ensure compliance with the mitigation measures that are identified in this section and includes the same mitigation measures described herein. Thus the Program on file with the Port Commission Secretary should be adopted and implemented as the Planning Commission has specified.

V. CUMULATIVE LAND USE AND TRANSPORTATION IMPACTS REMAIN SIGNIFICANT

The proposed Project, a modification of Alternative B as detailed in variant 2 of the Preferred Project, would contribute to the cumulative impact of the anticipated future loss of PDR building space and land in San Francisco, and potentially also to a loss of PDR businesses and jobs, which impacts could only potentially be eliminated by selection of Alternative A or Alternative D. Although Alternative C would mitigate the cumulative land use impact somewhat it would continue to be significant. Furthermore, selection of Alternative A, C or D were each determined to be infeasible, as discussed above in Section III.

The proposed Project would contribute to the 2025 cumulative traffic impact at the unsignalized intersection of 16th/Arkansas/Hubbell Streets, causing an unacceptable level of service in the north-bound direction during weekday PM peak hour traffic. Alternative C would not lessen this impact, and Alternative D would add an additional significant impact at the signalized intersection of 7th/Townsend Streets. Selection of Alternative A was determined to be infeasible, as discussed above in Section III.

Accordingly, pursuant to Section 21067 of CEQA and Sections 15040, 15081, and 15082 of the State CEQA Guidelines, the Commission finds that the proposed Project would result in impacts that cannot be avoided if the proposed Project is implemented: the loss of opportunities for PDR use, and a significant cumulative traffic impact at the unsignalized intersection of

16th/Arkansas/Hubbell Streets. These impacts would remain significant and unavoidable if the project were implemented.

VI. FINDINGS OF OVERRIDING BENEFITS OF THE PROJECT

Pursuant to CEQA Guidelines Section 15093, the Commission has considered the following benefits provided by the Project:

1. The Project site currently contains vacant land (formerly occupied by a paint manufacturing facility, which was a heavy industrial use, not a PDR use). Thus, no existing PDR use is being displaced by the Project.

2. The Project would provide approximately 8,000 sq. ft. of PDR/SEW space.

3. The Project conforms to the neighborhood character. Land uses in the immediate vicinity of the project site is primarily light industrial, but also includes a mix of residential, live/work, educational facilities, office space, retail, storage, and a public park. The Project will enhance this diverse character by adding new residential and neighborhood-serving retail spaces, as well as additional public open space.

4. The 2008 Showplace Square/Potrero Area Plan does not propose to reserve the Project site for future PDR uses, except for the portion of the site zoned PDR-1-G, where about 8,000 square feet of PDR uses are proposed.

5. The Project will substantially improve the 16th, 7th, and Hubbell Street frontages by creating an active street frontage and PDR/retail/commercial services to serve the community.

6. The Project will rehabilitate a vacant brownfield site, remediating the hazardous conditions on the site.

7. The Project will provide about 470 units of new housing. The Project's contribution to the supply of market-rate housing could moderate or reduce market-rate housing price increases relative to increases in household income, thereby addressing further deterioration of overall housing affordability in San Francisco.

8. The Project will fully comply with the City's Inclusionary Affordable Housing Program requirements. It will supply 20 percent BMR housing units on-site (94 units total), helping to alleviate the City's affordable housing demand.

9. The proposed Project would provide an approximately 9,784 sq. ft. corner park (privately-owned, publicly-accessible) at the intersection of 16th and Hubbell Streets and could provide an 0.88 acre public park located in the Daggett ROW.

10. The Project would also include approximately 42,000 sq. ft. of common usable open space as well as about 8,900 sq. ft. of private usable open space in the form of in the form of decks and balconies.

11. The Project will provide approximately 15,000 sq. ft. of ground-floor retail and restaurant uses serving the surrounding neighborhood.

12. Along with providing 306 garaged parking spaces, the Projects provides four off-street car-share spaces, the Project will provide at least 130 and as many as 470 bicycle

parking spaces.

13. The Project is consistent with and implements many objectives and policies of the General Plan, including but not limited to the following:

Housing Element

Objective 1: To provide new housing, especially permanently affordable housing, in appropriate locations which meets identified housing needs and takes into account the demand for affordable housing created by employment demand.

Policy 1.1: Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhoods support.

Policy 1.7: Encourage and support the construction of quality, new family housing.

Objective 4: Support affordable housing production by increasing site availability and capacity.

Policy 4.2: Include affordable units in larger housing projects.

Policy 4.5: Allow greater flexibility in the number and size of units within established building envelopes, potentially increasing the number of affordable units in multi-family structures.

Objective 11: In increasing the supply of housing, pursue place making and neighborhood building principles and practices to continue San Francisco's desirable urban fabric and enhance livability in all neighborhoods.

Policy 11.1: Use new housing development as a means to enhance neighborhood vitality and diversity.

Policy 11.2: Ensure housing is provided with adequate public improvements, services, and amenities.

Policy 11.3: Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.

Policy 11.5: Promote the construction of well-designed housing that enhances existing neighborhood character.

Policy 11.8: Strongly encourage housing project sponsors to take full advantage of allowable building densities in their housing developments while remaining consistent with neighborhood character.

Policy 11.9: Set allowable densities and parking standards in residential areas at levels that promote the City's overall housing objectives while respecting neighborhood

character and scale.

Urban Design Element

Objective 4: Improvement of the Neighborhood Environment to Increase Personal Safety, Comfort, Pride and Opportunity.

Policy 4.6: Emphasize the importance of local centers providing commercial and government services.

Policy 4.8: Provide convenient access to a variety of recreation opportunities.

Policy 4.10: Encourage or require the provision of recreation space in private development.

Policy 4.11: Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.

Policy 4.13: Improve pedestrian areas by providing human scale and interest.

Recreation and Open Space Element

Objective 4 Provide opportunities for recreation and the enjoyment of open space in every San Francisco neighborhood.

Policy 4.5: Require private usable outdoor open space in new residential development.

Showplace Square/Potrero Area Plan

Objective 1.1: Encourage the Transition of Portions of Showplace/Potrero to a More Mixed Use and Neighborhood-Serving Character, While Protecting the Core of Design-Related PDR Uses

Objective 1.2: In Areas of Showplace/Potrero Where Housing and Mixed Use Is Encouraged, Maximize Development Potential in Keeping With Neighborhood Character

Objective 2.1: Ensure that a Significant Percentage of New Housing Created in the Showplace/Potrero Is Affordable to People With a Wide Range of Incomes

Objective 2.6: Continue and Expand the City's Efforts to Increase Permanently Affordable Housing Production and Availability

Objective 3.1: Promote an Urban Form that Reflects Showplace Square and Potrero Hill's Distinctive Place in the City's Larger Form and Strengthens Its Physical Fabric and Character

Objective 3.2: Promote an Urban Form and Architectural Character that Supports Walking and Sustains a Diverse, Active and Safe Public Realm

Policy 3.2.4: Strengthen the relationship between a building and its fronting sidewalk

Policy 3.2.7: Strengthen the pedestrian network by extending alleyways to adjacent streets or

alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.

Objective 4.5: Consider the Street Network in Showplace Square/Potrero Hill as a City Resource Essential to Multi-Modal Movement and Public Open Space

Policy 4.5.2: As part of a development project's open space requirement, require publicly-accessible alleys that break up the scale of large developments and allow additional access to buildings in the project.

Objective 5.1: Provide Public Parks and Open Spaces that Meet the Needs of Residents, Workers and Visitors

Objective 5.2: Ensure that New Development Includes High Quality Private Open Space

Policy 5.2.3: Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.

Policy 5.2.4: Encourage publicly accessible open space as part of new residential and commercial development.

Policy 5.2.6: Ensure quality open space is provided in flexible and creative ways, adding a well used, well-cared for amenity for residents of a highly urbanized neighborhood. Private open space should meet the following design guidelines:

A. Designed to allow for a diversity of uses, including elements for children, as appropriate.

B. Maximize sunlight exposure and protection from wind.

C. Adhere to the performance-based evaluation tool.

Objective 5.4: The Open Space System Should both Beautify the Neighborhood and Strengthen the Environment

Objective 7.1: Provide Essential Community Services and Facilities

Policy 7.1.1: Support the siting of new facilities to meet the needs of a growing community and to provide opportunities for residents of all age levels.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral and written testimony presented to this Commission at the public hearing, and all other written materials submitted by all parties, the Commission hereby adopts the foregoing CEQA Findings and Statement of Overriding Considerations.

Attachment A

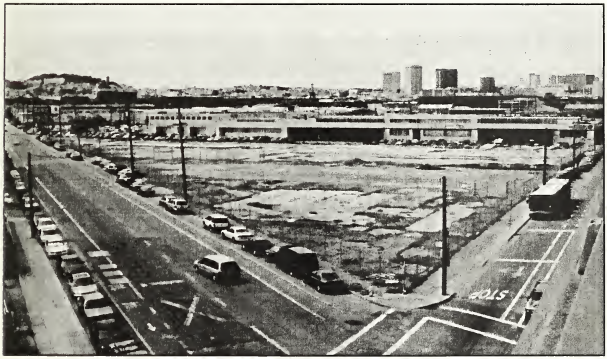
ENVIRONMENTAL IMPACT REPORT ADDENDUM

TRANSFER OF DAGGETT STREET

(1000 16TH STREET URBAN MIXED-USE PROJECT)

SCH No. 2004112037

December 2014



Responsible Agency:
California State Lands Commission
100 Howe Avenue, Suite 100 South
Sacramento, CA 95825

Lead Agency:
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479

Project Proponent:
San Francisco Port Commission
Pier 1, The Embarcadero
San Francisco, CA 94111

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1.0 INTRODUCTION

1.1 PROJECT LOCATION AND BACKGROUND

Daggett Street is a portion of sovereign land, reserved to the State by the Legislature solely for street purposes. It is trapezoidal in shape and contains approximately 37,949 square feet. The parcel diagonally crosses between Blocks 3833 and 3834 and intersects the north side of 16th Street and the west side of 7th Street in San Francisco, California, as shown on Figure 1.

Daggett Street is a Paper Street (defined in Chapter 660, Statutes of 2007) and was granted to the San Francisco Port Commission (Port) to hold in trust. Pursuant to Chapter 660, Statutes of 2007 (Chapter 660) and in accordance with section 3 of article X of the California Constitution, the Legislature authorized the City and County of San Francisco, acting through the Port, to lease, sell, or otherwise transfer all or any portion of Daggett Street to any person free of the public trust subject to the California State Lands Commission (Commission) making certain findings prior to the transfer. The Port proposes to sell, lease or transfer Daggett Street to the City and County of San Francisco, acting as a municipality (City).

1.2 ORIGINAL PROJECT

Daggett Street does not currently have any improvements but is proposed to be improved with limited park amenities. An adjacent property, 1000 16th Street, which abuts the two parallel sideline boundaries, is proposed to be improved with two multi-story buildings consisting of up to 470 dwelling units, 15,000 square feet of retail, approximately 11,100 square feet of production, distribution, and repair (PDR) uses, and parking for up to 306 vehicles.

The City plans to use the land comprising the Daggett Street parcel as a park to benefit the surrounding proposed development project. As lead agency under the California Environmental Quality Act (CEQA), the City prepared an Environmental Impact Report (EIR), State Clearinghouse [SCH] No. 2004112037, for the overall 1000 16th Street Urban Mixed-Use Project (1000 16th Street Project) described above, which includes converting Daggett Street into a park. The developer of the 1000 16th Street Project would be obligated to construct and maintain the proposed park in lieu of paying a portion of the development fees.

1.3 PROJECT MODIFICATION

The EIR prepared by the City does not refer to the termination of the common law Public Trust Doctrine on Daggett Street nor the lease, sale or other transfer of Daggett Street from the Port to the City. Therefore, the Commission, as a CEQA responsible agency, has prepared this Addendum to analyze the termination of the public trust and

the transfer of the property from the Port to the City, including the Commission's involvement (collectively, the Transfer) as part of the 1000 16th Street Project.

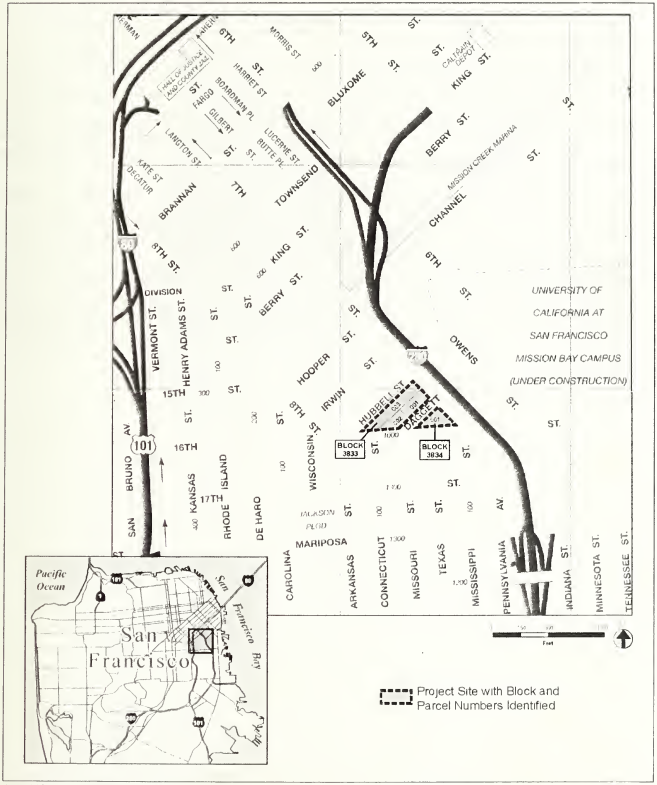


Figure 1. Daggett Street Location

1.4 PROJECT BACKGROUND AND OBJECTIVES

Beginning in the 1850s, much of the San Francisco waterfront was filled and reclaimed to create a functional harbor pursuant to a series of state statutes. Portions of the filled and reclaimed lands were cut off from the water as a result of these harbor improvements and were conveyed into private ownership pursuant to legislative authorization. Certain portions of these lands, including Daggett Street, were designated as streets and were reserved to the State solely for street purposes. Subsequently, in 1968, pursuant to the Burton Act and the Burton Act transfer agreement, the State conveyed certain State tidelands to the Port, including these Paper Street and other filled tidelands, to hold in trust for public trust and Burton Act trust purposes.

Presently, none of the Paper Streets, including Daggett Street, as defined by Chapter 660, are used, suitable, or necessary for navigation or any other public trust purpose other than revenue generation. The Paper Streets have been cut off from direct access to the waters of San Francisco Bay by past filling of intervening property and do not provide and are not needed for public access to the waterfront. The lands adjoining the Paper Streets have been freed of the trust and have been or are proposed to be developed for non-trust uses. The majority of the Paper Streets were either never constructed as streets or have ceased to be used for street purposes.

2.0 DESCRIPTION OF PROJECT MODIFICATION

2.1 ADDENDUM PURPOSE AND NEED

Under CEQA, once an EIR has been certified for a project, no subsequent or supplemental EIR shall be required by the lead agency or any responsible agency unless one or more of the following events occurs:

1) Substantial changes are proposed in the project which will require major revisions of the EIR.

2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR.

3) New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available. (Pub. Resources Code, § 21166.)

The State CEQA Guidelines section 15162, subdivision (a) provides additional information on when the above events trigger the need for a subsequent EIR. A subsequent EIR is required if:

1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

   A. The project will have one or more significant effects not discussed in the previous EIR;

   B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

When none of the above events has occurred, yet some changes or additions are necessary, an addendum is required. (State CEQA Guidelines, § 15164.)[1]

As explained below, none of the conditions described in State CEQA Guidelines section 15162 calling for preparation of a subsequent EIR has occurred. This Addendum supports the conclusion that the Transfer does not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. There are no new mitigation measures or alternatives available that would substantially reduce the environmental effects beyond those previously described in the EIR. As a result, an addendum is an appropriate CEQA document for the Commission's analysis and consideration of both the 1000 16th Street Project and the termination of the public trust and the transfer of the property from the Port to the City.

Circulation of an addendum for public review is not necessary (State CEQA Guidelines, § 15164, subd. (c)); however, the addendum must be considered in conjunction with the Final EIR by the decision-making body (State CEQA Guidelines, § 15164, subd. (d)).

2.2 COMPONENTS OF PROJECT MODIFICATION

Under section 3 of article X of the California Constitution, the State may sell tidelands that were reserved to the State solely for street purposes subject to such conditions the Legislature determines to be necessary to protect the public interest, if the Legislature finds and declares that the tidelands are not used or necessary for navigation purposes.

In Chapter 660 and in accordance with section 3 of article X of the California Constitution, the Legislature found that the Paper Streets were reserved to the State solely for street purposes and that the Paper Streets are no longer used or necessary for navigation purposes. The Legislature authorized the Port, consistent with the State Constitution, to lease, sell, or otherwise transfer all or any portion of the Paper Streets, or any interest therein, to any person free of the public trust, the Burton Act trust, and any additional restrictions on use or alienability created by the Burton Act transfer agreement with the condition that, prior to any transfer, the Commission make certain findings at a regular open meeting with the proposed transaction as a properly scheduled agenda item. These findings include that the land is sold at fair market value, that the Paper Street has been filled and reclaimed, is cut off from access to the waters,

[1] This Addendum does not address other CEQA exemptions that may be applicable to this Transfer (such as State CEQA Guidelines §§ 15317 [open space contracts or easements], 15332 [in-fill development projects], and 15061, subd. (b)(3) [common sense exemption]).

is no longer needed or required for the promotion of the public trust, and will not interfere with public trust uses and purposes once sold. The Commission must also declare that the lease, sale, or transfer is consistent with the findings of section 2 of Chapter 660 and is in the best interests of the State.

The lease or sale of Daggett Street would not be effective until the Commission has made the above findings and declarations. Once the Commission has made these findings, the Port could lease the property free of the public trust or the Commission may effectuate a sale of Daggett Street by transferring to the Port, by patent, all of the State's right, title, and interest in the Paper Street free of the public trust, subject to mineral reservations. The Port could then sell the Paper Street to the City free of the public trust. The purpose of this Addendum to the certified EIR is to verify that the proposed termination of the public trust on Daggett Street and the transfer of Daggett Street from the Port, including the Commission's involvement, would not cause significant, adverse impacts to the environment.

3.0 ENVIRONMENTAL ASSESSMENT

This comparative analysis has been undertaken to analyze whether the proposed Transfer, as part of the overall 1000 16th Street Project, would have any significant environmental impacts that are not addressed in the Final EIR. The comparative analysis discusses whether impacts are increased, decreased, or unchanged from the conclusions discussed in the Final EIR. The comparative analysis also addresses whether any changes to mitigation measures are required.

Aesthetics/Light and Glare. The Transfer would result in the same development and land use as that analyzed for the Final EIR for the 1000 16th Street Project. Therefore, no new impacts have been identified and no new mitigation measures are required.

Agriculture Resources. As was the case with the Final EIR for the 1000 16th Street Project, the Transfer would not affect farmland, agricultural uses, or forest land. Therefore, no new impacts have been identified and no new mitigation measures are required.

Air Quality. The Transfer would not affect the proposed construction activities as analyzed in the Final EIR for the 1000 16th Street Project. The Transfer would not change the number of vehicle trips as analyzed in the Final EIR, resulting in the same operational air emissions. Thus, no new impacts have been identified and no new mitigation measures are required.

Biological Resources. With implementation of the Transfer, construction activities would occur over the same development footprint as the Final EIR for the 1000 16th Street Project. The Transfer would also not result in conflict with local policies, ordinances, or plans, similar to the Final EIR for the 1000 16th Street Project. No new impacts have been identified and no new mitigation measures are required.

Cultural Resources. The Transfer would result in the same construction activities as analyzed in the Final EIR for the 1000 16th Street Project. No new impacts have been identified and no new mitigation measures are required.

Geology and Soils. The Transfer would result in the same impacts regarding geology and soils since the Transfer would not modify the proposed development area. No new impacts have been identified and no new mitigation measures are required.

Greenhouse Gas (GHG) Emissions. The Transfer would result in the same construction activities as analyzed in the Final EIR for the 1000 16th Street Project in regards to grading and construction activities as well as long-term trip generation/distribution. Thus, the Transfer would not result in increased GHG emissions other than those analyzed in the Final EIR for the 1000 16th Street Project. No new impacts have been identified and no new mitigation measures are required.

Hazards and Hazardous Materials. The Transfer would not alter construction activities and operations, and would, therefore, result in similar hazard and hazardous materials-related impacts as analyzed in the Final EIR for the 1000 16th Street Project. No new impacts have been identified and no new mitigation measures are required.

Hydrology and Water Quality. The Transfer would not alter any proposed grading, drainage, and/or resultant discharge patterns for the site and surrounding area, compared to those analyzed in the Final EIR for the 1000 16th Street Project. No new impacts have been identified and no new mitigation measures are required.

Land Use and Planning. The Transfer would not result in any changes to the proposed land uses that were outlined in the Final EIR. No new impacts have been identified and no new mitigation measures are required.

Mineral Resources. The Transfer will not affect any mineral rights at the site, and, therefore, no new impacts have been identified and no new mitigation measures are required.

Noise. The Transfer would not result in any new long-term mobile and stationary noise impacts. No changes to grading or construction activities would occur. No increases to vehicles trips would occur. No new impacts have been identified and no new mitigation measures are required.

Population and Housing. The Transfer would not result in an increase in population or housing. No new impacts pertaining to housing displacement would occur. No new impacts have been identified and no new mitigation measures are required.

Recreation. The Transfer would not result in any changes to the proposed recreational facilities or passive open space use of the site and no new demands for recreational facilities would result. Thus, no new impacts have been identified and no new mitigation measures are required.

Transportation/Circulation. The Transfer would not result in an increase in trip generation. The circulation system would be unchanged. No new impacts have been identified and no new mitigation measures are required.

Public Services. The Transfer would not result in an increase in demands on public services. No new impacts have been identified and no new mitigation measures are required.

Utilities and Service Systems. The Transfer would not result in an increase in demand on utilities and service systems from that considered for the Final EIR for the 1000 16th Street Project. No new impacts have been identified and no new mitigation measures are required.

4.0 DETERMINATION/ADDENDUM CONCLUSION

As detailed in the analysis presented above, this Addendum supports the conclusion that the changes to the overall 1000 16th Street Project by including the Transfer do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. No new information has become available and no substantial changes to the circumstances under which the overall 1000 16th Street Project is being undertaken have occurred since certification of the EIR. No substantial changes are required for the proposed Transfer, compared to those analyzed in the EIR. There are no new mitigation measures required and no new alternatives are available that would substantially reduce the environmental effects beyond those previously described in the EIR. Therefore, the Commission has determined that no subsequent or supplemental EIR is required.

5.0 ADDENDUM PREPARATION SOURCES AND REFERENCES

5.1 ADDENDUM PREPARERS

Sharron Scheiber, Staff Counsel, CSLC
Cynthia Herzog, Senior Environmental Scientist, Division of Environmental Planning and Management, CSLC
Eric Gillies, Asst. Chief, Division of Environmental Planning and Management, CSLC
Cy Oggins, Chief, Division of Environmental Planning and Management, CSLC

5.2 REFERENCES

San Francisco Planning Department, *1000 16th Street Urban Mixed-Use Project Final Environmental Impact Report*, dated April 16, 2009, and certified August 15, 2011.

PORT OF SAN FRANCISCO

MEMORANDUM

December 12, 2014

TO: MEMBERS, PORT COMMISSION
Hon. Leslie Katz, President
Hon. Willie Adams, Vice President
Hon. Kimberly Brandon
Hon. Mel Murphy
Hon. Doreen Woo Ho

FROM: Monique Moyer
Executive Director

SUBJECT: Request authorization to advertise for competitive bids for construction Contract No. 2772, Pier 49 Wharf J1 Under-Pier Sewer Pipes Replacement Project

DIRECTOR'S RECOMMENDATION: Approve Attached Resolution

Executive Summary
Port staff requests authorization to advertise for competitive bids for construction contract No. 2772, Pier 49 Wharf J1 Under-Pier Sewer Pipes Replacement Project. The project scope includes the replacement of all existing under-pier sewer lines serving six Port tenant restaurants.

Strategic Objective
Removing and replacing existing deteriorated under pier sewer pipes with new pipes in Wharf J1 will provide reliable sewer service to Port tenants and protect the environment. Existing sewer pipes have leaked sewer on many occasions, requiring emergency repairs to mitigate environmental concerns.

Background
Pier 49 is located in Fisherman's Wharf between Jefferson Street and Pier 45. Wharf J1 refers to the pier area underneath the restaurants situated on Taylor Street between Jefferson Street and Pier 45 (see Attachment A). The sewer system under Wharf J1 has exceeded its constructed "useful life". The main sewer collection pipe does not have adequate slope to drain the sewer properly. Plumbing modifications over the years have created a complex piping system which is difficult to operate and maintain. Rusting and sagging pipes break often and cause sewer overflows into the Bay, raising significant environmental concerns.

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SAN FRANCISCO

Port staff conducted an assessment of the existing sewage system with the help of San Francisco Public Works (SFPW) Engineers. SFPW completed the construction documents with plans and specifications for demolishing the existing sewer gravity main and lateral lines and replacement with an entirely new gravity sewer system connecting to all tenants' plumbing fixtures.

Project Description

There are six restaurant tenants in Pier 49 Wharf J1 in the subject project area. The sewage system connects these restaurants with over 400 drainage fixture units of waste flow. The system is heavily loaded not only with regular waste but also with a large amount of grease product generated from the commercial kitchens. Due to the obstruction of the structural beams/piles and complexities of accumulated sewer pipes over years, the project team embarked on a design to replace the entire sewer piping system under Wharf J1.

The new sewer pipes will be heavy duty cast iron pipes with corrosion resistant Amercoat 240 coating and stainless hangers with seismic bracing. This robust sewer pipe system is designed to provide reliable sewer service for many years, mitigating repeated environmental concerns of the past.

Since continued restaurant operation during construction is critical to restaurant tenants, the contractor is required to perform construction work during times acceptable to tenants. The design team has prepared a construction sequence plan with a "Tenants Construction Coordination" table that includes tenant contact information, working hours acceptable to tenants and tenant sign off after completion of construction. The Contractor is required to coordinate closely with the affected restaurants and the Port to perform the construction work.

Under the proposed bid solicitation, qualified bidders must possess a Class B or C-36 Contractor's License with at least three (3) years of public work construction experience. Bids will be advertised to reach contractors through the following methods:

- Contract Monitoring Division list of contractors
- Port Internet
- Office of Contract Administration Internet Site
- San Francisco Public Library
- Plan Rooms (Builders Exchange, Contractors Information Network, etc.) 18 total
- Chambers of Commerce:
    - Hispanic Chamber of Commerce
    - San Francisco African American Chamber of Commerce
    - Chinese Chamber of Commerce
- San Francisco Chronicle (or Examiner)
- Community Newspapers:
    - Bay Area Reporter
    - Central City Extra
    - El Mensajero
    - EL Reportero
    - Marina Times/Northside Publications

- Potrero View
- San Francisco Bayview
- Sing Tao Daily
- Small Business Exchange
- Sun Reporter
- The Western Edition
- World Journal
- The Post

- SFPUC Contractor Assistance Center
- Email Distribution to Certified LBE Contractor List

After the solicitation and receipt of bids, Port staff will propose award of the contract to the lowest responsive, responsible bidder.

Local Business Enterprise
The Contract Monitoring Division ("CMD") enforces the City's Administrative Code Chapter 14B, the Local Business Enterprise and Non-Discrimination in Contracting Ordinance. The ordinance establishes 10% bid discounts for LBE prime contractors and empowers CMD to set LBE subcontractor participation goals based upon availability of LBE firms to complete the type of work included in the contract. For this contract, CMD staff established a Local Business Enterprise ("LBE") subcontractor participation goal of 25% of the bid amount.

Regulatory Approvals
Port's Planning and Environmental staff have reviewed the scope of this project, and determined that there is no San Francisco Bay and Conservation and Development Commission ("BCDC") permit required for this project to perform the work as described, per the nature of it as Basic Repair and Maintenance.

Other Approvals - This project has received all interdivisional approvals per Port Engineering Standard guidelines.

Funding
The total estimated construction cost for this project is as follows:

Title	Amount
Engineer's Estimate	$1,233,646
10% Project Contingency	$123,365
Total	$1,357,011

The estimated project cost is fully funded by the Port's Harbor Capital Funds – CPO761 Utilities Projects.

Schedule
The project construction is scheduled to start in May, 2015 and the anticipated completion date is in January, 2016.

The following is the anticipated project schedule:

Commission Approval to Advertise	December, 2014
Advertise for Bid	January, 2015
Bids Due	February, 2015
Award of Contract	March, 2015
Notice to Proceed	May, 2015
Complete Tenant Coordination Table	June 2015
Substantial Completion	November, 2015
Final Completion	January 2016

Summary

Port staff is prepared to seek competitive bids for the subject construction project. Therefore, Port staff requests Port Commission authorization to advertise for competitive bids for the Contract No. 2772, Pier 49 Wharf J1 Under-Pier Sewer Pipes Replacement Project.

Prepared by: David T. Hu, P.E.
Mechanical Engineer

For: Eunejune Kim, P.E.
Chief Harbor Engineer

Attachment:
A: Site Plan
B: Tenant Coordination Table

PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 14- 63

WHEREAS, Port staff is prepared to advertise and seek competitive bids for Contract No. 2772, Pier 49 Wharf J1 Under-Pier Sewer Pipes Replacement Project ("Project"); and

WHEREAS, the proposed construction Project will demolish and remove the existing under-pier sewer pipes which service six restaurant tenants located at Pier 49 Wharf J1 and replace them with new sewer pipes and hangers; and

WHEREAS, the San Francisco Public Works (SFPW) Bureau of Engineering has completed design drawings and specifications for the Project; and

WHEREAS, the current engineering construction cost estimate for this Project is $1,233,646, with a 10% contingency of $123,365 for a total of $1,357,011; and

WHEREAS, the Project estimated cost and 10% contingency are fully funded by the Port Harbor Capital Funds – CPO 761 Utilities Projects; and

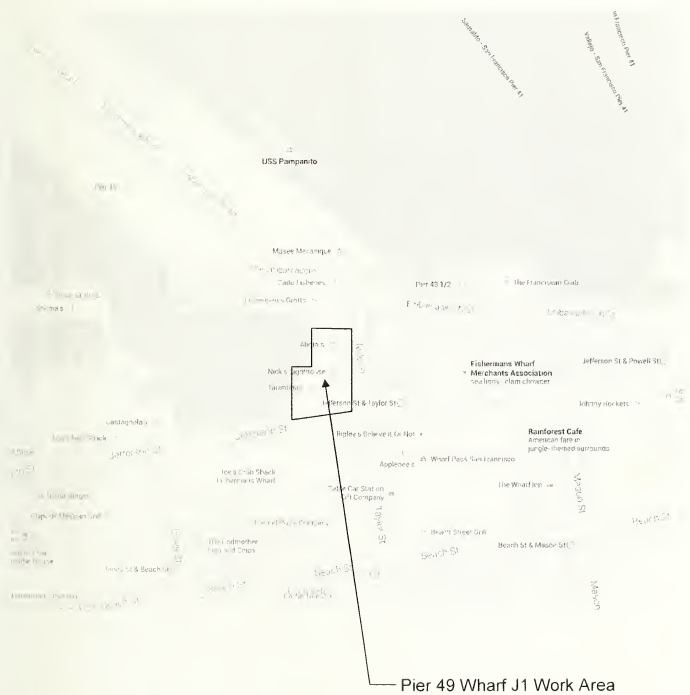
WHEREAS, in the solicitation of bids for this Project, Port staff will incorporate the 25% subcontracting goal for Local Business Enterprises (LBEs), as recommended by the City's Contract Monitoring Division; now, therefore be it

RESOLVED, that the San Francisco Port Commission hereby authorizes Port staff to advertise for and accept competitive bids for Contract No. 2772, Pier 49 Wharf J1 Under-Pier Sewer Pipes Replacement Project.

I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of December 16, 2014.

_____
Secretary

ATTACHMENT A
AREA OF WORK LOCATION MAP



CONTRACT # 2772
Pier 49 Wharf J1 Under-Pier Sewer Pipes Replacement Project

ATTACHMENT B

Wharf J1 Under-Pier Sewer Replacement Coordination Table

Tenant Name and Email	Phone	Working Time Acceptable to Tenant (Note 1)	Schedule by Contractor (Note 2)	Schedule Accepted by Tenant (Note 2)	Work Completed by Contractor (Note 3)	Work Accepted by Tenant (Note 4)
Tarantino Co., Gary Burns, cagburns@gmail.com	415-775-5600 (W) 415-722-0762 (M) Fax: 415-749-2097					
Guardino Co., Salvatore Guardino	415-775-3669 (W), 415-499-8250 (M), Fax: 415--472-7776					
Nicks Lighthouse Co. , Jeffrey Pollack, nickslh@pacbell.net	415-928-6666 (W) 415-515-6666 (M) Fax: 415-673-6666					
Sabella LaTorre Co., Thomas La Torre ttlatorre@comcast.net	415673-2824 (W) 650-888-8814 (M) Fax: 650-342-8830					
Aliotos Co., Nunzio Alioto alioton@icloud.com	415-673-8300 (W) Fax: 415-931-6792					
Grotto Co., Michael Geraldi amg@fishermensgrotto.com	415-673-7025 (W) Fax: 415-673-7984					

Note 1 : To be provided by tenant before bid

Note 2: To be provided by contractor with project schedule

Note 3: Initials and completion date.

Note 4: Initials and completion date. To be obtained by Real Estate

PORT OF SAN FRANCISCO

MEMORANDUM

December 12, 2014

TO: MEMBERS, PORT COMMISSION
Hon. Leslie Katz, President
Hon. Willie Adams, Vice President
Hon. Kimberly Brandon
Hon. Mel Murphy
Hon. Doreen Woo Ho

FROM: Monique Moyer
Executive Director

SUBJECT: Request authorization to award Construction Contract No. 2769, Port Security Fences Project, Phase IV, to Golden Bay Fence Plus Iron Works, Inc. in the amount of $406,131, and authorization for a contract contingency fund of 10% of the contract amount (or $40,613) for unanticipated contingencies, for a total authorization not to exceed $446,744. (This action constitutes the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.)

DIRECTOR'S RECOMMENDATION: Approve Attached Resolution

Executive Summary:
Port staff requests that the Port Commission authorize the award of construction Contract No. 2769, Port Security Fences Project, Phase IV ("Project"), to Golden Bay Fence Plus Iron Works, Inc. in the amount of $406,131, and authorization for a contract contingency fund of 10% of the contract amount (or $40,613) for unanticipated contingencies, for a total authorization not to exceed $446,744. The Project scope includes replacing substandard fences and constructing new fences at various locations within Port terminals and facilities (Piers 94/96 and Piers 48/50). (See Attachment "A" Site Plans)

Strategic Objective:
This construction Project will assist the Port in complying with Department of Homeland Security and United States Coast Guard mandates to improve security at regulated Port facilities under the Maritime Transportation Security Act (MTSA) of 2002. MTSA is designed to protect the nation's ports and waterways from a terrorist attack through

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development of consistent security programs for the nation's ports. Security fencing is one of the cost-effective security components used at Port of San Francisco regulated facilities. In addition, fencing will improve physical security at non-regulated Port properties which are in close proximity to MTSA-regulated Port facilities, thus providing a safer environment for Port staff, tenants and visitors, and reducing the Port's maintenance costs due to fewer break-ins and vandalism.

Background:
The Port Commission, at its meeting on August 12, 2014, authorized staff to advertise for construction bids for Contract No. 2769, Port Security Fences Project, Phase IV (Port Commission Resolution 14-49). Port staff published the advertisement for bids in October, 2014, conducted an optional Pre-Bid Meeting on October 15, 2014, and opened bids on November 4, 2014.

To ensure a contract could be awarded with the available funding, the bid was structured with base bid items for Piers 94/96 and Piers 48/50, and one additive alternate bid item for Seawall Lot 318 Roundhouse. The Engineer's estimate for the base bid (Piers 94/96 and Piers 48/50) and the alternate bid (Roundhouse) for this Project were $500,000 and $60,000 respectively.

Port staff received two bids for this Project. A summary of the bids is attached (see Attachment B, Bid Tabulation). Golden Bay Fence Plus Iron Works, Inc. ("Golden Bay") is the lowest responsive, responsible bidder, with a total bid price of $451,645, which includes both the base bid of $406,131 (Piers 94/96 and Piers 48/50) and the additive alternate bid of $45,514 (Roundhouse). Golden Bay Fence Plus Iron Works, Inc. is a California corporation in Stockton, currently registered as General Engineering Contractor (Class A) and Fencing Contractor (Class C13). Golden Bay was the general contractor for the Port Security Fences Phase 1 Project in 2006, and performed a satisfactory work worth $940,000. Golden Bay claims 24 years of experience in fencing construction and other work similar in scope to the Project with private and public sectors.

The bid advertisement, through the additive alternate bid item, requested bid prices to install security fencing for the Seawall Lot 318 Roundhouse site, which is a designated landmark site (City Landmark No. 114), however this facility is not included in the security fencing program nor the proposed contract award at this time. Port staff is working with the City Planning Department to secure a separate CEQA review and Certificate of Appropriateness for the alteration of the landmark Roundhouse site to accommodate fencing to ensure compliance with Secretary of the Interior Standards for Historic Preservation. Upon completing CEQA review and securing the Certificate of Appropriateness from the San Francisco Planning Department, Port staff will request future Commission approval to modify the contract to allow construction of the fencing at the Seawall Lot 318 Roundhouse site. Thus, the request for Port Commission approval consists of $406,131 for the base bid work at Piers 94/96 and Piers 48/50 plus a 10% contingency of $40,613 for a total award not to exceed $446,744.

San Francisco Local Hiring Policy for Construction and Local Business Enterprise Requirements

The San Francisco Office of Economic and Workforce Development has reviewed the scope of work and funding sources of the Project, and determined that the Project requirements should utilize the First Source Hiring Program instead of the Local Hiring Program because the Project is funded with federal monies which carry different regulations. The City's First Source Hiring Program (San Francisco Administrative code Chapter 83) requires contractors, when hiring, to provide hiring opportunities to economically disadvantaged persons. A hiring opportunity is created when a Contractor adds workers to its existing workforce for the purpose of performing the Work under this Contract. The City's First Source Hiring program requires the Contractor to participate in the CITYBUILD Referral Program. The CITYBUILD Referral Program promotes employment opportunities for economically disadvantaged individuals of all ethnic backgrounds and genders in the construction workforce. The Office of Economic and Workforce Development (OEWD) administers the CITYBUILD Referral Program by working with education programs to train construction workers and by working with construction contractors to identify hiring opportunities. The goal of the CITYBUILD Referral Program is to fill every hiring opportunity with a CITYBUILD Referral who is trained and prepared to enter the construction industry workforce.

Similarly, the Contract Monitoring Division ("CMD") reviewed the project scope and funding sources, and determined that the City could not impose Local Business Enterprise (LBE) preferences, when state or federal funds are used, under Administrative Code Section 14B.8(D). Thus, CMD waived the LBE subcontracting goal for this proposed contract.

Regulatory Approvals

The Port has completed all necessary environmental review for the Project under the California Environmental Quality Act (CEQA) with a Categorical Exemption issued by the SF Planning Department on October 3, 2011, accessible on-line at: http://sf-planning.org/index.aspx?page=3447. If the Port Commission approves the proposed contract award through the attached Resolution based on this categorical exemption, its action constitutes the "Approval Action" (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13). As such, the CEQA decision prepared in support of this Approval Action will be subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action (for information on filing an appeal under Chapter 31, contact the Clerk of the Board of Supervisors at City Hall, One Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call 415-554-5184).

Climate Action:

The potential for sea level rise is a concern for all projects along the waterfront; however; the design life for this Project is limited to less than 30 years, so the need of the Project to withstand sea level rise is not necessary.

Funding
In June 2013, the Port's Homeland Security staff applied for, and was awarded in September 2013, $698,625 in federal U.S. Department of Homeland Security 2013 Port Security Grant Program (DHS Grant) funds. This project represents $511,875 awarded funding for high security fencing from the DHS Grant. One requirement of the DHS Grant is that the Port provides 25% of each project's cost from sources other than federal funds. In the case of this Project, the Port is providing funds from its annual capital budget monies.

The proposed contract for the base bid (Piers 94/96 and Piers 48/50), and the 10% contingency will be funded as follows:

Fund Title	
United States Department of Homeland Security 2013 Port Security Grant Program (PSGP)	$335,058
Port Capital Fund	$111,686
Total	$446,744

Schedule
The following is the anticipated project schedule:

Authorization Award of Contract	December 16, 2014
CEQA Appeal Period	December 17, 2014 – January 16, 2015
Notice to Proceed	February, 2015
Substantial Completion	May, 2015
Final Completion	June, 2015

Summary
Port staff recommends that the Port Commission authorize the award of construction Contract No. 2769, Port Security Fences Project, Phase IV ("Project"), to Golden Bay Fence Plus Iron Works, Inc., the lowest responsive, responsible bidder, in the amount of $406,131, and further authorize staff to increase the contract amount, through contract modification or change order, if needed for unanticipated contingencies, by an additional $40,613 (10% of the contract amount), to a total not-to-exceed amount of $446,744. Port staff also recommends that the Port Commission authorize the Executive Director to accept the work once it is complete.

Prepared by: Ken Chu, Project Engineer
For: Eunejune Kim, Chief Harbor Engineer
Sidonie Sansom, Director of Homeland Security

Attachments:
Attachment A - Area of Work Location Map
Attachment B - Bid Summary

PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 14-64

WHEREAS, Port staff seeks authorization to award construction Contract No. 2769, Port Security Fences Project, Phase IV (the "Project"); and

WHEREAS, the Project scope includes mobilization and demobilization, demolition and disposal of existing fences, and construction of new security fences and gates at the following Port facilities: Piers 94/96 and Piers 48/50; and

WHEREAS, Port staff received two bids on November 4, 2014; and

WHEREAS, Port Engineering staff reviewed the bids and determined that Golden Bay Fence Plus Iron Works, Inc. is the lowest responsive, responsible bidder for the Project; and

WHEREAS, Golden Bay Fence Plus Iron Works, Inc.'s total bid price is $451,645, which includes both the base bid for the Project of $406,131 and alternate bid for SWL 318 Roundhouse of $45,514 (which is not being awarded at this time); and

WHEREAS, Golden Bay Fence Plus Iron Works, Inc. ("Golden Bay") is a California corporation in Stockton, currently registered as General Engineering Contractor (Class A) and Fencing Contractor (Class C13). Golden Bay was the general contractor for the Port Security Fences Phase 1 in 2006, and performed a satisfactory work of worth $940,000; and

WHEREAS, Golden Bay claims 24 years of experience in fencing construction and other work in similar amounts to this Project with private and public sectors; and

WHEREAS, the Project cost is fully funded by the United States Department of Homeland Security Port Security Grant Program (75%), and by Port capital funds (25%); and

WHEREAS, the Port has secured a Categorical Exemption issued by the San Francisco Planning Department on October 3, 2011 to comply with the California Environmental Quality Act (CEQA), and Port Commission approval of this Project is an Approval Action as defined by S.F. Administrative Code Chapter 31; and

WHEREAS, in the advertisement for bids for the Project, the security fencing for the Seawall Lot 318 Roundhouse site was designed as an additive alternate bid item but is not ready for Port implementation pending the completion of a separate CEQA determination and issuance of a Certificate of

Appropriateness by the San Francisco Planning Department because the Roundhouse building is a designated City Landmark; and

WHEREAS, Port staff will request Port Commission approval at a future date to modify the contract to include the fences at the SWL 318 Roundhouse site, upon completing CEQA review and securing the Certificate of Appropriateness from the San Francisco Planning Department; and

WHEREAS, the Contract Monitoring Division ("CMD") reviewed the project scope and funding sources, and determined that the City could not impose Local Business Enterprise (LBE) preferences, when state or federal funds are used, under Administrative Code Section 14B.8(D), and therefore, waived the LBE subcontracting goal for this proposed contract; and

WHEREAS, the San Francisco Office of Economic and Workforce Development has reviewed the scope of work and funding sources of the Project, and determined that the Project requirements should utilize the First Source Hiring Program instead of the Local Hiring Program; now, therefore be it

RESOLVED, that the Port Commission hereby authorizes the award of construction Contract No. 2769, Port Security Fences Project, Phase IV ("Project"), as described herein, to Golden Bay Fence Plus Iron Works, Inc., the lowest responsive and responsible bidder, for the not-to-exceed amount of $406,131; and be it further

RESOLVED, that the Port Commission authorizes Port staff to increase the contract amount, as necessary for unanticipated contingencies, by an additional $40,613 (10% of $406,131) through contract modification or change order; and be it further

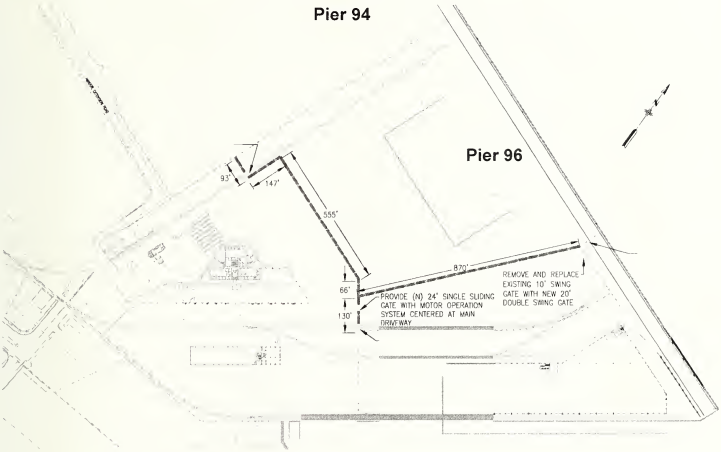
RESOLVED, that the Port Commission hereby authorizes the Executive Director to accept the work once it is complete.

I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of December 16, 2014.

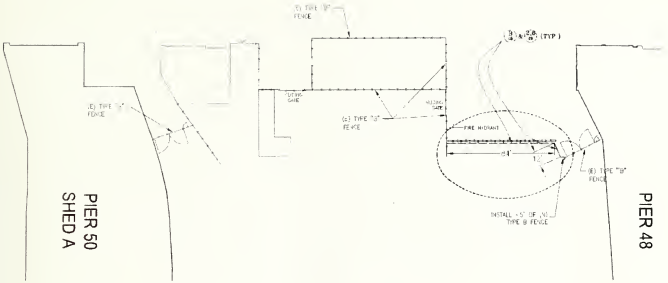
_____

Secretary

ATTACHMENT A - SITE PLANS



Pier 94/96


PIER 50
SHED A
PIER 48
FIRE HYDRANT
INSTALL ~ 55' OF VC TYPE 'B' FENCE

Pier 48/50

PORT OF SAN FRANCISCO

BID TABULATION

BID OPENING DATE	11/04/2014, PIER 1, SAN FRANCISCO
CONTRACT NUMBER	2769
PROJECT NAME	PORT SECURITY FENCES PHASE 4
ALTERNATE PRIORITIES:	ONLY ONE ALTERNATE

LBE GOAL:	N/A	TOTAL NUMBER OF CALENDAR DAYS:	90	ANNOUNCED CONSTRUCTION BUDGET:	620,000
NUMBER OF BIDDERS:	02	ESTIMATE:	500,000	LOW TOTAL BID PRICE:	(APPARENT LOW BASE BID + ALT) **$ 451,645**

BIDDER ID NO.	BASE BID	ALT #1	TOTAL BID PRICE	APPARENT BID RANK	BIDDER INFORMATION
01	416,900	37,500	454,400	2	CRUSADER FENCE CO, INC. COLBE MASSIE, PROJECT MANAGER 1600 BENICIA ROAD VALLEJO, CA. 94591 COLEBE@CRUSADERFENCE.COM
02	406,131	45,514	451,645	1	GOLDEN BAY FENCE PLUS IRON WORKS, INC. A CALIFORNIA CORPORATION PAUL CHAVEZ, PRESIDENT 4104 SOUTH B. STREET STOCKTON, CA 95206 ACRIVELLO@GOLDENBAYFENCE.COM

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SCHEDULE OF BID PRICES

CRUSADER FENCE

Bid Item	Bid Item Description	Estimated Quantity	Units*	Unit Price	Extension
1	Work at Pier 94/96	--	LS	--	$ 318,150
2	Work at Pier 48/50	--	LS	--	$ 13,750
3	Allowance: Adjustment for Non Class 3 Excavated Material	--	AL	AL	$ 10,000
4	Partnering Allowance, Level 1 (Refer to Document 00823)	--	AL	AL	$ 25,000
5	Mobilization	--	LS	--	$ 50,000
TOTAL BID PRICE (summation of Bid Items 1 through 5 above):					$416,900

*Note: **LS** = Lump Sum, **EA**= Each, **LF** = Linear Feet, **SF** = Square Feet, **CY** = Cubic Yards, **AL** = Allowance

Alternate No.	Alternate Description	Amount
1	ADD LS Work at Roundhouse	$ 37,500

SUBCONTRACTOR LIST
<CRUSADER FENCE>

BIDDER ID NO.	NAME AND LOCATION	CERTIFIED LBE	DESCRIPTION OF PORTION OF WORK SUBCONTRACTED	AMOUNT
01	MARKE ELECTRIC	NO	ELECTRIC	$25,000
	WILLIAM D. WHITE CO INC.	NO	GATE OPERATORS	$ NOT LISTED
TOTAL 01				$25,000

SCHEDULE OF BID PRICES

GOLDEN BAY FENCE

Bid Item	Bid Item Description	Estimated Quantity	Units*	Unit Price	Extension
1	Work at Pier 94/96	--	LS	--	$ 290,883
2	Work at Pier 48/50	--	LS	--	$ 30,248
3	Allowance: Adjustment for Non Class 3 Excavated Material	--	AL	--	$ 10,000
4	Partnering Allowance, Level 1 (Refer to Document 00823)	--	AL	--	$ 25,000
5	Mobilization	--	LS	--	$ 50,000
TOTAL BID PRICE (summation of Bid Items 1 through 5 above):					$406,131

*Note: **LS** = Lump Sum, **EA**= Each, **LF** = Linear Feet, **SF** = Square Feet, **CY** = Cubic Yards, **AL** = Allowance

Alternate No.	Alternate Description	Amount
1	ADD LS Work at Roundhouse	$ 45,514

SUBCONTRACTOR LIST
<GOLDEN BAY FENCE>

BIDDER ID NO.	NAME AND LOCATION	CERTIFIED LBE	DESCRIPTION OF PORTION OF WORK SUBCONTRACTED	AMOUNT
02	LORDS ELECTRIC	NO	#1 ELECTRICAL	$16,800
TOTAL 02				$16,800

PORT OF SAN FRANCISCO

MEMORANDUM

December 12, 2014

TO: MEMBERS, PORT COMMISSION
Hon. Leslie Katz, President
Hon. Willie Adams, Vice President
Hon. Kimberly Brandon
Hon. Mel Murphy
Hon. Doreen Woo Ho

FROM: Monique Moyer
Executive Director

SUBJECT: Informational Presentation on Pier 80 Cargo Update and Marketing Initiatives in conjunction with Metro Ports and the International Longshore and Warehouse Union

DIRECTOR'S RECOMMENDATION: Informational Presentation

Executive Summary

The Port of San Francisco operates the only dedicated breakbulk and project cargo terminal in the Bay Area. At the request of Port Commission Vice President Willie Adams, Port staff has prepared this presentation to update the Port Commission on Pier 80 cargo activities and marketing initiatives and invites comments and direction from Port Commissioners.

Background

The Port of San Francisco's Pier 80 maritime cargo facility, located in the Southern Waterfront, is the only dedicated breakbulk and project cargo terminal in the Bay Area. Breakbulk cargo is non-containerized general cargo stored in boxes, bales, pallets or other units to be discharged from or loaded onto ships. Examples include steel products, machinery, lumber, boats and yachts, linerboard and wood pulp. Project cargo is especially large or bulky cargo that cannot be transported in a container and is dedicated to a specific project. Examples include parts of cranes or wind power stations, turbines, transformers, tunnel boring machines, or ship propellers.

Metro Ports has operated and co-marketed Pier 80 with the Port since July 2008. Metro Ports has a long history as a terminal operator and stevedoring company. The

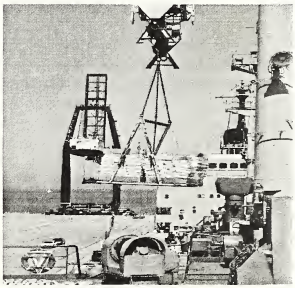
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company dates back to the 1850s, when California Stevedoring and Ballast Company was founded in San Francisco by two Danish sea captains. The company later established operations at the Ports of Los Angeles and Long Beach in 1923, and has since rebranded as Metro Ports and developed a presence nationwide. Metro has also provided stevedoring services to Port tenants at Piers 92 and 94, and sister company Metro Cruise has operated the Port of San Francisco's cruise terminals for many years.

The International Longshore and Warehouse Union (ILWU) proudly supplies ship loading and unloading labor for West Coast ports. In the Bay Area ILWU Local 10 (longshore) provides the labor to load and unload vessels; Local 91 (walking bosses) supervise the longshore workers; Local 34 (clerks) handle clerical responsibilities at the terminal; Local 75 (gatemen & watchmen) staff the terminal access gates and provide security; and Local 6 (warehouse) provide labor for warehouse activities. In addition, the Teamsters union provides labor to load and unload trucks at the facility for delivery to end users.

Representatives of the various Bay Area ILWU locals have been supportive of our efforts to revitalize the Pier 80 operation. Efficient, stable labor is the key factor in attracting and retaining breakbulk cargoes. Handling breakbulk cargo can be complex, hazardous and requires specialized skills. The people actually loading and unloading breakbulk ships must have the know-how to handle a wide array of cargos, including everything from structural steel and large yachts to huge pieces of machinery.

Cargoes handled at Pier 80 in recent years include steel products such as coils, pipe, tube, plate, rebar, h-beams and structural steel; project cargoes including the tunnel boring machines used for the Central Subway construction, auto assembly equipment, windmill parts, electricity-producing turbines and equipment, and reels of electrical cable; boats and yachts; lumber; newsprint; and containerized cargo. Much of this breakbulk and project cargo has been utilized in the construction, residential housing and manufacturing sectors.



Pier 80 also has provided berths for short- and long-term vessel lay berthing, including the Navy's former USS Tripoli which continues to be berthed there. The terminal has also hosted the Oracle Team USA racing headquarters and other America's Cup race support vessels and equipment. In preparation for the America's Cup World Series races in San Francisco in 2012, Pier 80 received a 123-car freight train from Newport, Rhode Island of containerized and non-containerized boats, yachts, cranes, and equipment for the competing teams.

Metro Ports operates the facility under a Management Agreement with the Port of San Francisco that includes a revenue sharing arrangement whereby port revenues (wharfage, dockage, storage/demurrage and layberth fees) are shared on a percentage basis between the parties. The higher the cargo volumes, the higher the Port's share of the revenues becomes. Metro Ports also generates revenues separately through the stevedoring services it contracts out directly to the ocean carriers.

As a result of the worldwide financial crisis of 2008, U.S. ports experienced a significant drop in breakbulk cargo. Pier 80 has also been severely impacted by the downturn however the facility has continued to handle break bulk and project cargoes and cargo volumes are slowly recovering. A challenge to our efforts to increase volumes is the lack of West Bay-based manufacturing and distribution companies since these activities attract breakbulk cargo.

Pier 80's Commercial Appeal

The facility is attractive to shippers and ocean carriers for multiple reasons. Pier 80 has three deep-draft 40-foot berths that can accommodate most any breakbulk and project cargo vessel in the trade today. It is the closest Northern California port to the open ocean so vessels can sail in and sail out quickly. The 69-acre facility provides ample laydown area for cargo awaiting delivery, and two on-dock storage/transit sheds provide over 400,000 square feet of covered storage for weather-sensitive cargoes. Four shoreside gantry cranes complement shipboard cranes and provide additional lifting capability as needed during vessel loading and discharge operations. Pier 80 has on-dock rail capability via the Illinois Street Bridge to facilitate cargo going directly from ship to rail and vice versa.

Primary Competitors

The Port of San Francisco's primary breakbulk cargo competitor is the Port of Stockton. The port, which is 60 nautical miles east of San Francisco Bay, acquired Rough and Ready Island from the U.S. Navy in 2000 and instantly became one of the largest ports in California. The property, located on the Stockton Deep Water Ship Channel, added more than 1,400 acres to the port, has more than one mile of dock space with 10 berths, 42 miles of railroad tracks including on-dock rail, five million square feet of warehousing and another three million square feet of paved open space and dockside transit sheds.

Port of Stockton also markets aggressively for maritime, industrial, distribution and other revenue producing enterprises. Their facilities, along with relatively inexpensive land costs, central location for serving the entire Northern California market, infrastructure improvements made by the port, and proximity to non-union distribution facilities have combined to create a formidable competitor for both breakbulk and bulk business. Stockton is also one of the few California ports to accept coal export business.

The Ports of Los Angeles, Hueneme and Houston are three other breakbulk ports that provide direct competition to the Port of San Francisco. Los Angeles is the primary

breakbulk gateway to the massive southern California consumer and industrial market, and many of the vessels calling there discharge both local cargo and smaller volumes destined for Northern California destinations that are then trucked north. The Port of Hueneme near Oxnard handles a relatively high volume of automobiles from roll-on/roll-off (RO/RO) vessels that also accommodate breakbulk and project cargoes. The Port of Houston is the largest breakbulk port in North America and, in spite of its distance, provides very competitive costs for moving products to California due to the oil and gas industry boom and the fact the port is served by both union and non-union longshore labor.

The Port of Oakland has also become a competitor for breakbulk business. Since the financial downturn, container rates have remained low and container carriers have struggled with excess capacity. Many of the products that formerly moved via breakbulk to Pier 80 (such as coils and pipe) have instead started utilizing containers, taking advantage of the low freight rates and frequency of the dedicated container services to the port. As the economy continues to recover and freight volumes increase, the hope is that container rates will recover and these cargoes will revert to moving via breakbulk mode through Pier 80.

Cargo Opportunities at Pier 80

Autos

Metro Ports and the Port are aggressively pursuing new cargo opportunities at Pier 80. One initiative is the import and export of automobiles that would involve distributing import autos to the western states by truck as opposed to rail, since San Francisco has a disadvantage of tunnels on the Caltrain mainline that are too low to handle auto railcars.

Auto production in Mexico is increasing rapidly and nearly half of their production is exported to the U.S. Global auto manufacturers (GM, Ford, VW, Nissan, Audi, BMW, Mercedes Benz, Toyota and Honda) have production plants in Mexico or have announced plans to open them. More autos now are being imported into California from Mexico than from Japan. Port staff believes there is an excellent opportunity for Pier 80 to handle the Northern California distribution of these Mexican vehicle imports. Staff also is targeting the export of locally-produced automobiles to the Asia market, Northern California distribution of Asian-produced automobiles and transport of vehicles to and from Hawaii. Auto carriers handle other products in addition to automobiles such as heavy construction and mining machinery and project cargo so there could be opportunity for bringing these products to Pier 80 as well, both by rail and truck (note the comments regarding the Port of Hueneme above).

Containerized Bulk Export

Metro Ports and the Port have been developing a market opportunity to move bulk product to the Port in containers and utilize existing container handling infrastructure at Pier 80 to load the product onto bulk vessels. This opportunity would require minimal

initial investment by the Port and enable service to commence in a short period of time. Product would be loaded directly at the mine site into specialized 20-foot long containers. Each container is sealed with a lid after the bulk product is loaded into it. The containers would be transported double-stacked on flatbed railcars. Since the containers are only 6 feet high (rather than the standard 8 feet), the double-stacked containers would be able to navigate the rail tunnels south of the Port on the Caltrain mainline.

Trains would be transported to the Port's rail yard by Union Pacific Railroad then switched over to Pier 80 by San Francisco Bay Railroad. Containers would be unloaded from the trains by ILWU labor, stacked and stored on the pier. Once the vessel arrives, gantry cranes utilizing specialized revolving spreaders would be used to lift and empty container contents into the vessel's open hatch, and then to lower empty containers back onto the dock. The empty containers then would be transported by rail back to the mine site for reloading.

Other Cargo Opportunities

Metro Ports and the Port are targeting new cargo opportunities as well. These include:

- Steel and other products moving by rail (selling on-dock rail capability for wider geographic distribution)
- Distribution and fabrication of imported steel products at and near Pier 80 for the local construction and manufacturing market (noting the success the Port of Stockton has had in this regard), possibly utilizing Foreign Trade Zone No. 3
- Bulk cargoes in bags (lime, fertilizer); Tesla Nevada battery plant opportunity (graphite, cobalt, lithium, nickel, manganese)
- Imported bulk cargoes moving in trucks and hopper railcars (agricultural gypsum)
- Oriented Strand Board (OSB, similar to particle board) moving from Canada for California distribution
- Perishables / refrigerated cargo utilizing Shed A facilities which have truck-high loading/unloading docks and shed-side rail loading capabilities
- Anchor Brewing Company domestic distribution of beer by rail from Pier 48 plant
- Containers from carriers looking for congestion relief at other ports

We continue to also look for opportunities to leverage our Foreign Trade Zone No. 3 to attract cargoes that can utilize the benefits of this program.



Marketing Activities

Metro Ports and the Port are pursuing aggressive methods to market Pier 80. We continue to exhibit at key trade shows such as the Breakbulk Americas Conferences, where we have co-hosted customer receptions

each year, and the Breakbulk Asia Conferences in Shanghai. Members of the local ILWU have joined us at many of these events. The last two years, Commission Vice-President Willie Adams has joined Port and Metro staff in China for one-on-one meetings with key target accounts.

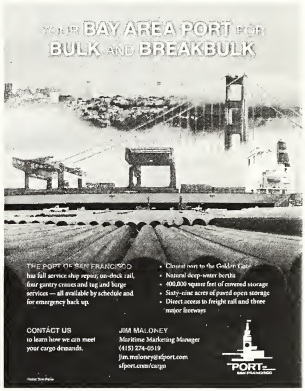
Port staff and Metro personnel make joint calls on shippers, carriers, railroad representatives, logistics companies, shipping agents, railroad representatives and truckers in the local area and around the country. We provide regular terminal tours at Pier 80 for prospective and existing clients.

New Advertising and Electronic Media Campaign

The Port and Metro Ports advertise in trade publications, issue press releases on cargo-related developments and provide interviews to trade publications for earned media placements.

The Port is developing a new media advertising strategy using both print business-to-business advertising and a new electronic media campaign.

Ports are now employing more targeted outreach campaigns utilizing web-search geo-targeting and content localization as they market themselves to prospective shipping lines and shippers around the world. The Port of San Francisco's advertising budget requires us to be creative and take advantage of these new conduits.



Summary

Pier 80 provides the only dedicated breakbulk and project cargo facility in the San Francisco Bay area and therefore there is opportunity to recover the breakbulk business to pre-recession volumes as the construction, residential housing and manufacturing sectors continue their recovery. Collectively Metro Ports, Port staff and local ILWU officers will continue to pursue the existing business and grow it, and we will additionally be looking for new cargo opportunities that could take advantage of the many positive attributes of the Pier 80 facility to provide jobs for the local community and create revenue for the Port.

Prepared by: Jim Maloney, Maritime Marketing Manager
For: Peter Dailey, Deputy Director Maritime

PORT OF SAN FRANCISCO

MEMORANDUM

December 12, 2014

TO: MEMBERS, PORT COMMISSION
Hon. Leslie Katz, President
Hon. Willie Adams, Vice President
Hon. Kimberly Brandon
Hon. Mel Murphy
Hon. Doreen Woo Ho

FROM: Monique Moyer
Executive Director

SUBJECT: Transmittal of Public Comments Received on the Report on the Waterfront Land Use Plan Review, 1997-2014

DIRECTOR'S RECOMMENDATION: Informational Presentation

Executive Summary

At the August 12, 2014 Port Commission meeting, Port staff presented its report entitled the Waterfront Land Use Plan Review, 1997-2014, which was published and circulated publicly. The purpose of the report is (1) to review the changes that have occurred along the Port of San Francisco waterfront as well as current projects underway and future needs, and (2) to inform the Port Commission and public about land use policy issues that should be further examined and may lead to updates to the Waterfront Land Use Plan. Port staff recognizes that any such efforts will require an open, inclusive public process that engages the community and interested stakeholders, and agency and Port tenant partners.

The report has been available on the Port's website (www.sfport.com/wlupreview) with an invitation for public comment through September 30, 2014. The comment period was later extended to November 30, 2014. An illustrated summary of the report is available on the webpage listed above and is attached as Exhibit A.

From August to November, Port staff has made 20 public presentations to highlight the key land use and planning issues addressed in the report to Port Advisory Committees, neighborhood organizations, regulatory agency partners, Port development partners, city departments and other waterfront stakeholders. As of December 1, 2014, the Port

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SAN FRANCISCO

has received written comments via email and online comments from 36 people in addition to public comments recorded in Port advisory committee meeting minutes and staff discussions with community stakeholders. The written comments and meeting minutes are provided to the Port Commission and public in this staff report, attached as Exhibit B. These and any additional written public comments that are received will be posted for public viewing on the Port's website, (www.sfport.com/wlupreview).

Port staff is in the process of reviewing the comments in detail, but believe it is necessary to continue further public outreach efforts to solicit comments and ensure that the key issues and information from the Waterfront Land Use Plan report reach a broad city and regional audience. Port staff will continue those efforts into the new year, and will return to the Port Commission in February or March 2015 to report on:

1. public feedback,
2. revisions to finalize the Waterfront Land Use Plan Review report, and
3. recommended next steps for a public process to update the Waterfront Land Use Plan.

Report Background

On August 12, 2014, Port staff published the Waterfront Land Use Plan Review report. The Port is required to conduct a review every five years of the Waterfront Land Use Plan, the Port's adopted master plan that governs land use for all properties under its jurisdiction, from Fisherman's Wharf to India Basin. Rather than evaluating only the last five years, the 2014 report reviewed land use improvements and changes that have occurred over the past 17 years since the Waterfront Land Use Plan's adoption in 1997. This review also provides preliminary staff recommendations and next steps to address land use and planning issues going forward.

An overview of the Waterfront Land Use Plan Review report was provided in an accompanying Port staff memorandum, dated August 7, 2014, which is incorporated by reference [http://sfport.com/modules/showdocument.aspx?documentid=8470]. In summary, the bones of the Waterfront Land Use Plan are strong, but the details of the Waterfront Land Use Plan need to be refreshed through subarea planning efforts in a few key areas. Staff recommends renewed community planning in the Northeast Waterfront and South Beach. This planning effort should balance statewide and local interests, and would benefit from the participation of the Port's regulatory partners, including the State Lands Commission and the San Francisco Bay Conservation & Development Commission, as well as other City agencies, like the San Francisco Planning Department.

In addition to neighborhood-specific planning, the report offers recommendations for waterfront wide topics including transportation, open space, historic resources, environmental protection and sustainability, sea level rise, and seismic resiliency. The report includes a candid analysis of projects that were not completed and challenges

going forward, with an understanding that lessons learned from past experiences and an open public dialog should inform future improvements and updates to the Waterfront Land Use Plan. Port staff recognizes that any further planning work will require an open, inclusive public process that engages the community and interested stakeholders, and agency and Port tenant partners.

An illustrated summary of the report is available on the Port's website (www.sfport.com/wlupreview) and is attached as Exhibit A.

Waterfront Plan Review Public Process

From August to November, Port staff has made 20 public presentations to Port Advisory Committees, neighborhood organizations, regulatory agency partners, Port development partners, city departments and other waterfront stakeholders. The presentations included waterfront-wide accomplishments and recommendations, as well as geographically specific accomplishments and recommendations. Feedback from Port Advisory Committee meetings is recorded in meeting minutes, which are available on the Port website and attached in Exhibit B.

As of December 1st, the Port has received written comments submitted via email or through the website from 36 people, in addition to comments recorded in Port advisory committee meeting minutes, and staff discussions with community stakeholders. The written comments and meeting minutes are provided to the Port Commission and public in this staff report, attached as Exhibit B. These and any additional written public comments that are received will be posted for public viewing on the Port's website (www.sfport.com/wlupreview).

Port staff is in the process of reviewing the comments in detail, but believe it is necessary to continue further public outreach efforts to solicit comments and ensure that the key issues and information from the Waterfront Land Use Plan report reach a broad city and regional audience. Port staff will continue those efforts into the new year, and will return to the Port Commission in February or March 2015 to report on the public feedback, revisions to finalize the Waterfront Land Use Plan Review report, and recommended next steps for a public process to update the Waterfront Land Use Plan.

Prepared by: Diane Oshima, Assistant Deputy Director
Waterfront Planning

For: Byron Rhett, Deputy Director
Planning and Development

Attachments
A. Illustrated Summary of Waterfront Land Use Plan Review
B. Written comments and meeting notes

Exhibit A

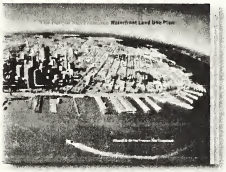
Transmittal of Public Comments Received on the
Report on the Waterfront Land Use Plan Review, 1997-2014

Highlights and Summary

What's next for the Port Waterfront?

A REVIEW OF THE PORT'S WATERFRONT LAND USE PLAN

The Port of San Francisco Waterfront Land Use Plan guides land use and development under the Port's jurisdiction, from Fisherman's Wharf to India Basin. The Port reviews the Waterfront Plan every five years to ensure that the Plan's goals and policies provide current direction for future Port improvements. In August 2014, the Port published a comprehensive review of the changes that have occurred under the Waterfront Land Use Plan, and an assessment of the needs and challenges facing the Port going forward.





This brochure provides highlights of the Port's review, including recommended next steps and issues to consider for Waterfront Land Use Plan updates. The Port's review of the Waterfront Land Use Plan is available online: SFPort.com/WLUPReview. The Port Commission seeks your feedback about maritime, parks, historic preservation, commercial and cultural attractions and other changes that have taken place. Public comments are invited by November 30, 2014, and may be submitted online at SFPort.com/WLUPReview, or to Tan.Elliott@SFPort.com.



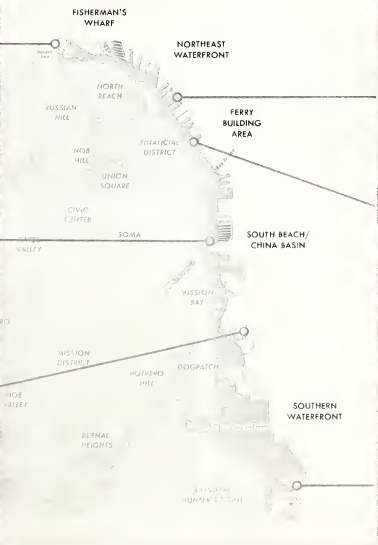




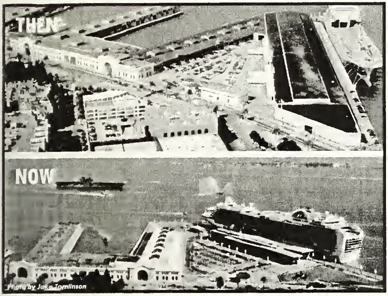




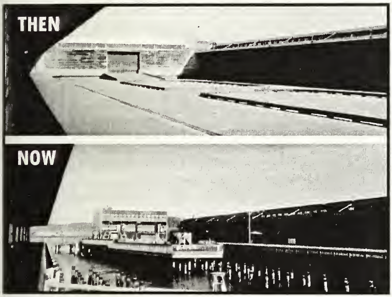




PORT ACCOMPLISHMENTS 1997 - 2014



Piers 27-29 James R. Herman Cruise Terminal



Piers 15-17 Exploratorium



Heron's Head Park

The Waterfront Land Use Plan has guided a broad variety of improvements over the last 17 years, as reflected in a few of those projects profiled here. Following removal of the Embarcadero Freeway, the Port has undergone a transformation. Maritime, historic preservation and development projects have realized the objectives of the Waterfront Plan, with major focus on expanding the number and variety of parks in the waterfront open space system. The Port's report chronicles both projects that succeeded and failed, to inform how to improve future efforts, and target updates to the Waterfront Land Use Plan.

$1.6 billion in public and private investment

63 acres of new waterfront open space

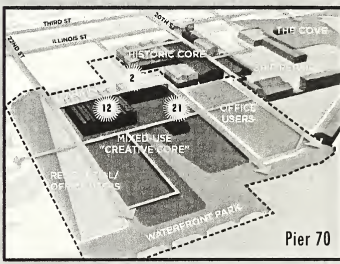
19 historic resources rehabilitated

7 derelict piers and wharves removed from the Bay

AT&T Ballpark constructed

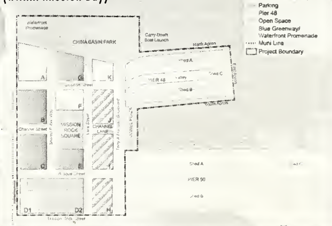
44 new acres of planned open space

2 NEW WATERFRONT NEIGHBORHOODS PLANNED



Pier 70

Mission Rock
(within Mission Bay)

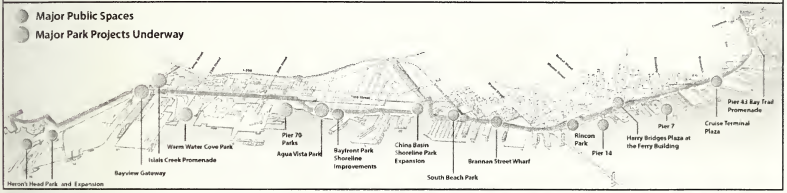


ISSUES AND NEXT STEPS

The Waterfront Land Use Plan Review report identifies numerous land use issues and next steps for the Port. The Port seeks comments to determine if there is a public consensus to support the work to address the needs and challenges facing the Port and City along the San Francisco waterfront. Staff has flagged the need for renewed community planning in the Northeast and South Beach segments of the waterfront, with the participation of the San Francisco Planning Department, Bay Conservation and Development Commission (BCDC), and State Lands Commission. In addition, the Port has identified important Port-wide planning issues for further Port and City consideration.

OPEN SPACE

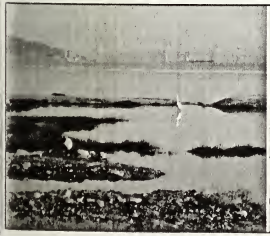
The Port will continue to portner with gavernment and community organizations and stakeholders to further expand the waterfront park system, including the Blue Greenway. The Port will continue to seek GO bond funding, which has proven to be the most effective means to deliver waterfront open space. The Port will alsa assess how a broader range of recreationol and programmed activities (in addition to passive recreation) can be accommodated in Port parks to support a growing diversity of users.



TRANSPORTATION

Transportation improvements must be programmed in concert with planned new development projected along the waterfront and eastern side of the City. To that end the Port is working with the City on the Waterfront Transportation Assessment (WTA) led by SFMTA and SF Transportation Authority. One of the WTA strategies - to increase travel by bicycle- gave rise to further Port partnership with SFMTA on the Embarcadero Enhancement Project, to plan an improved pedestrian and bicycle experience along the Embarcadero. Finally, the Port plans to conduct a Port and Tenant Transportation Needs Survey to acquire an improved definition of transportation access needs of Port tenant businesses.





ENVIRONMENTAL PROTECTION AND SUSTAINABILITY

The Port has implemented numerous projects to improve environmental quality and waterfront stewardship. This includes zero-emissions electric shoreside power for deep sea vessels at Piers 27 and 70, photovoltaic systems at Piers 1-5, 15 and Pier 96, rainwater harvesting at Pier 27, and natural storm water management. This experience informs the Port's current efforts with its development partners to plan new sustainable infrastructure systems at a district scale as part of planning for new waterfront neighborhoods at Pier 70 and Seawall Lot 337.

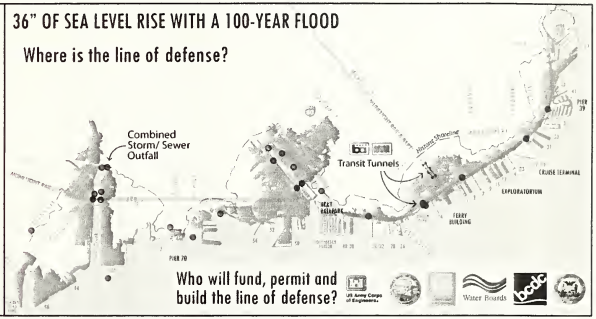
We invite your comments on the Port's Review of the Waterfront Land Use Plan by November 30, 2014. Online: . Email:

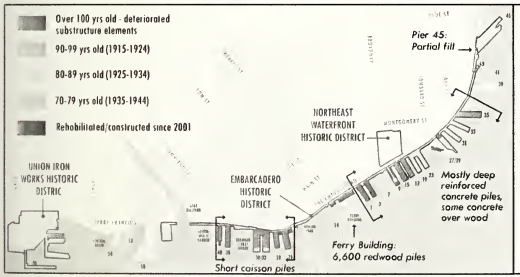
ISSUES AND NEXT STEPS (CONTINUED)

Sea level rise, climate change, resiliency and preservation of our maritime historic structures all intersect at the Port. The Port is grappling with the growing expense and physical challenge of rehabilitating more of the historic finger piers and classical bulkhead buildings, as well as ensuring the seismic stability of the Seawall that protects downtown San Francisco and the Port. The Port has worked with the San Francisco Public Utilities Commission and City Capital Planning Committee to develop criteria to incorporate sea level rise in strategic decisions on new capital projects. A collaborative City and Regional effort, including the San Francisco Planning Department, San Francisco Bay Conservation and Development Commission, State Lands Commission, and Federal agencies is central to build further upon the City's efforts.

SEA LEVEL RISE

Sea level rise projections ronge from 5"-24" by 2050 and 17"-66" by 2100. Assuming a mid-range projection of 12" by 2050, the City's current shareline can provide flood protection with fixes in just a few locations. However, by 2100, a mid-range of 36" sea level rise would flood low areas in the downtown, Mission Bay and other areas beyond the Port. The Port and City must work with State and Federal agencies to determine how best to plan for a line of defense again sea level rise and climate change.



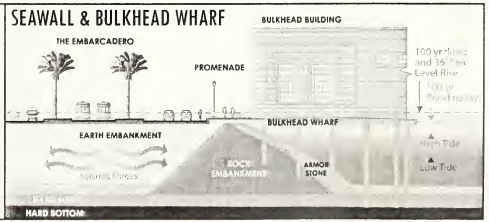


HISTORIC RESOURCES

The Port has two listed Notional Register Historic Districts, the Embarcodero Historic District and the Union Iron Works Historic District at Pier 70. While 19 historic resources have been saved in whole or part, historic pier rehabilitotion and repoir is very expensive. The remoining piers ore well beyond their designed life span. Climote chonge ond seo level rise present further challenges, and give rise to the questions of the oppropriate length of leose term for finger piers and how the Port should prioritize its rehabilitotion efforts.

RESILIENCY

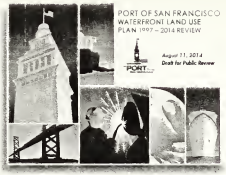
This illustrates the profile of the Seawall and attached bulkhead wharf deck that supports the historic buildings above. To keep the waterfront resilient, the Port must work on interim storm surge and flood protection measures to maximize useful life of the piers and bulkhead buildings. In addition, the Port must keep focus on the maintenance of the Seawall. The Port has initiated a study of the seismic and structural condition of the Seawall including a strategy to protect against movement in a major earthquake, to plan for the seismic safety of the waterfront.



What's next for the Port Waterfront?

Questions





A REVIEW OF THE PORT OF SAN FRANCISCO WATERFRONT LAND USE PLAN

The Waterfront Land Use Plan Review includes many preliminary thoughts about how the Port should manage updates and improvements, going forward. The Port poses the below questions to the public which frame the choices and issues. The Port welcomes and invites public comments and insights to help guide future waterfront planning.

LAND USE / POLICY

How much is left to develop? How can the Port further major City policy goals such as affordable housing and PDR (light industrial) space?

TRANSPORTATION

What transportation improvements are needed to meet Port tenant needs and planned development on and off Port property?

OPEN SPACE

Should we expand the use of waterfront parks to accommodate events and active recreation?

ENVIRONMENT

What types of sustainable infrastructure can support existing facilities, and be included in district-scale planning for Pier 70 and Seawall Lot 337?

HISTORIC RESOURCES

What are the best strategies for pier historic preservation? Full pier rehabilitation? Continued industrial use w/targeted investment? How can the Port prioritize investment to improve the remaining piers?

SEISMIC

What seismic upgrades are required to make the seawall, the bulkhead buildings and the piers resilient?

SEA LEVEL RISE

What targeted improvements are needed to make the current shoreline resilient to 12" of sea level rise? How should the City plan for a Line of Defense to protect against greater levels of sea level rise?

PUBLIC ENGAGEMENT

What is the best way to ensure wide stakeholder input in future Port planning, while balancing statewide and local interests?

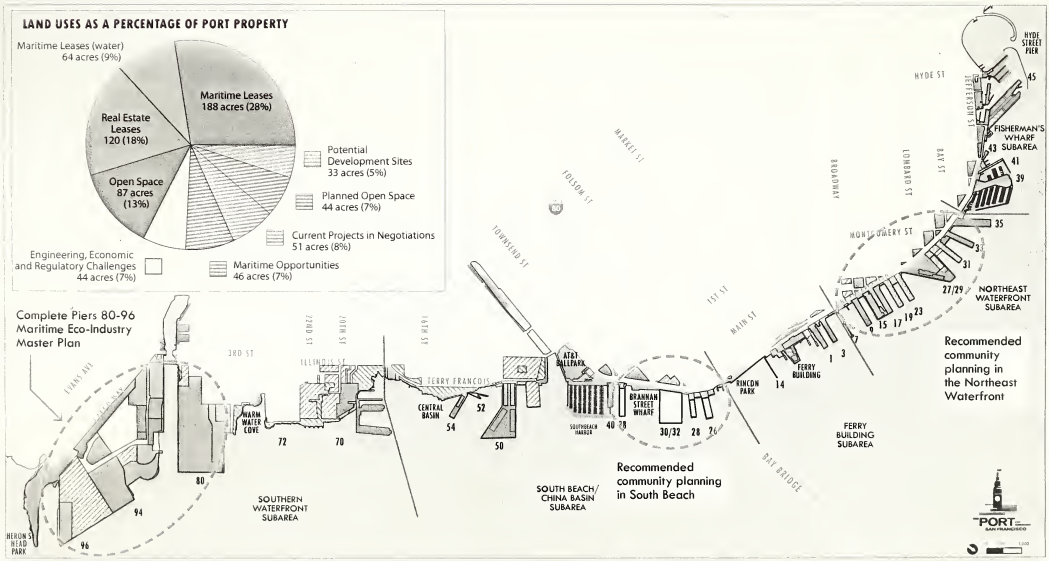
We invite your comments on the Port's Review of the Waterfront Land Use Plan by November 30, 2014. Online: [illegible] Email: [illegible]

November 19, 2014

PORT OF SAN FRANCISCO AT A GLANCE

Port lands extend for 7½ miles, from Fisherman's Wharf at the north, to India Basin/Bayview Hunters Point at the south. This map summarizes the breakdown of Port property by use. Many are not aware of how much land is needed for the Port's 10 diverse maritime and water-dependent industries, or improved for waterfront parks. Further, Port piers and facilities are leased to over 530 different tenants, many small and local businesses. The revenues from Port leases are essential to repair and maintain the waterfront, as the Port does not receive City or State General Fund funding.

One hundred and forty one acres are planned for new neighborhoods, maritime, and public open space. The orange hatched sites reflect the relatively few remaining opportunities for new development. The white areas mark sites that have engineering, economic or regulatory challenges. The Port Commission has directed further work to complete a master improvement plan now underway for the white area near Cargo Way in the Southern Waterfront. Staff has recommended more community planning for the Northeast and South Beach segments of the Port waterfront.



We invite your comments on the Port's Review of the Waterfront Land Use Plan by November 30, 2014. Online: SFPORT.COM/WATERFRONTPLAN . Email: WATERFRONTPLAN@SFPORT.COM

Exhibit B

Transmittal of Public Comments Received on the
Report on the Waterfront Land Use Plan Review, 1997-2014

Written Comments and Meeting Minutes

Meeting and Presentation Log	Page 2
Written Comments Received	Page 4
CAC Meeting Minutes	Page 97

Exhibit B: Waterfront Plan Review – Log of Meetings and Presentations

DATE	GROUP	KEY COMMENT ISSUES
8/11/14	South Beach Mission Bay Neighborhood Assn	-Concerns about future of Pier 30-32, structural and regulatory constraints Port
8/12/14	Port Commission	Introduce report, issues, analysis; set 9/30/14 comment deadline Port Commission minutes
8/13/14, 9/15/14, 10/1/14	NEWAG	August 13, 2014 NEWAG minutes http://www.sfport.com/Modules/ShowDocument.aspx?documentid=8685 September 15, 2014 NEWAG minutes http://www.sfport.com/Modules/ShowDocument.aspx?documentid=8767 October 1, 2014 NEWAG minutes http://www.sfport.com/Modules/ShowDocument.aspx?documentid=9163 -Clarify purpose of WLUP Report – not a Plan update, but a public discussion to inform future staff proposal for the public process to update the Plan -Informed of comment deadline extension to 11/30/14 -9/15/14 meeting focused on WLUP issues for Northeast Waterfront subarea Need for defined process for Unique Development (e.g. Teatro Zinzanni @SWL 324) -10/1/14 meeting focused on WLUP issues for Ferry Building subarea
9/17/14	CWAG	September 17, 2014 CWAG minutes http://www.sfport.com/Modules/ShowDocument.aspx?documentid=9165 -Need for new forms, improve public outreach to inform citizens about the Port in general, as well as WLUP issues -Concern about address of the future of historic piers, in the face of costs and sea level rise
9/24/14	SWAC	-Support Port's maritime development and backlands land use and leasing planning -minutes (placeholder for link)
10/1/14	NEWAG	-WLUP issues for Ferry Building subarea
10/1/14	State Lands	-Understand the issues, will work on comments to Port -Definitely want to engage community planning work ahead; SLC wants to engage/lead discussion about public trust -Need further details on subarea planning process -Will consider possible presentation to Commission
10/16/14, 11/4/14	BCDC Commission, Staff	-BCDC minutes "What's Next" map is very effective for Commissioners unfamiliar with many parts of waterfront; before and after images convey how much positive change and improvement; some comments on how to improve the map -Step up sea level rise planning and coordination between the Port and BCDC (and City) -Range of term (20-25? Years) for interim leasing -Public realm improvements for Embarcadero Promenade
11/4/14	SF Controller,	-Seawall seismic structural study, possible implications for Embarcadero roadway -Sea level rise impacts (2100, 36" scenario) on City -Follow up presentation to Capital Planning Committee
11/4/14	San Francisco Heritage	-Concerns over challenges for further historic rehabilitation projects, given

		pier condition, development expense and the added risk of sea level rise
11/4/14, 11/10/14	Pacific Waterfront Partners, Giants, EOP	-Supportive of collaboration on adaptation/ operational strategies to address sea level rise -Support Port's seawall seismic structural study effort
11/7/14	SPUR Waterfront Committee	-Add City's peninsula form as context, highlight POSF waterfront -Agree with the scope of issues facing the Port, with one addition: urban form -Add Before images for Pier 70 and SWL 337 -Clarify in Capital Plan slides that Port is self-financing -Sea level rise and seawall seismic issues reflect the importance of Port and City to take lead as protection of the City; transcend individual developments -Description of regulatory challenges is compelling and has not been previously presented as clearly -"What's Left" map is helpful, highlights how few sites are left, illustrates there is no wall on the waterfront; Port should explore more flexibility with BCDC/SLC to improve them? -Note that plans need some flexibility; Exploratorium, Cruise Terminal are successes even though they required some plan amendments
11/11/14	Telegraph Hill Dwellers	-Disagree with how the Port has traditionally handled the requirement to review the Waterfront Plan per Proposition H -Concern about Cruise Terminal Operations building relative to CEQA clearance – undermines community trust in Port -Oppose a project at 8 Washington that is substantially similar to the project voters rejected -Support for broader Citywide outreach -Establish a Waterfront Plan Advisory Board to update the Waterfront Plan
11/12/14	CWAG, South Beach Neighborhood Assn, SWAC	-Agreement/support for recommended planning in South Beach waterfront subarea -Climate change and sea level rise -Continue further outreach to broader city -Discussion on SWL 337/Mission Rock: one stakeholder cites need for more planning vs. other viewpoints that pre-development community planning has been completed
11/17/14	SF Capital Planning Committee	-Planning for sea level rise line of defense and any required Seawall seismic strengthening are public works projects that require coordinated City and regional planning and strategy; build upon the sea level rise guidelines developed for City capital projects
11/20/14	Exploratorium	-Support of Port waterfront changes under the Plan -Extended discussions regarding seawall seismic condition and interest in Port seismic structural study results -Interest in further collaboration on planning for strategies to manage sea level rise/flood risk
12/5/14	Rudolph Nothenberg, Louise Renne	-slideshow briefing -Port capital and financing needs -waterfront transportation congestion and service needs - increased City and public funding support for waterfront, including maintaining the seawall -reduced dependency on private development financing

Web comments received through December 1, 2014.

Please note that the email addresses and phone numbers of the public commenters have been redacted for privacy reasons.

9/16/2014 12:31:38 Diane Walton [redacted]

September 15, 2014
The Dolphin Swimming and Boating Club participated heavily in the formation of the original Waterfront Plan. We made sure the Dolphin and South End Clubs, and other Aquatic Park users were appropriately acknowledged and that recreational rowing, kayaking and swimming were recognized as clean and vital water- dependent uses. As our memberships and the members of the public who access the Bay through the Clubs continue to grow, support for our work, from the City and from the Port and other partners on the waterfront, has continued. We exist in an extraordinary setting, rendered all the more vital by the City's commitment to our working waterfront. The diversity of uses and the balancing of interests provide a constant challenge, and we are proud to be part of the Bay stewardship.

We continue to believe next steps toward revitalizing Muni Pier should be discussed now, and we are unsure of the efficacy of the recent changes for parking on Hyde Street between Jefferson and Bay as the east side of the street is rarely utilized by the entity to which it was assigned, in a neighborhood of high demand.

If you have any specific questions about how to best represent water dependent recreational and other water dependent opportunities to enhance the diversity of the populations able to benefit from San Francisco Bay, let us know.

With gratitude,
Diane Walton, President
Dolphin Swimming and Boating Club

11/16/2014 10:10:55 Pete Gandel [redacted]

The proposals in the Asian Neighborhood Design (AND) are worthy of consideration since considerable thought and research went into their summary. They have correctly described the feelings of all the diverse small communities affected by these developments. If this plan can not be accepted in its entirety then at least some of the ideas should be considered

11/16/2014 10:11:29 Patricia Neel [redacted]

Do NOT raise the height limitations on the northern waterfront. The residents of San Francisco have overwhelmingly voted against raising the height limitations and no amount of money from developers should take precedence over the people who have already spent their hard-earned money to buy or rent homes here. The developers will eventually take their money and leave, but the residents would be left with their ruination of our beautiful waterfront.

11/16/2014 19:18:44 [redacted]

Please do the citizens of San Francisco right and make sure seawall lot 351 is available for all of us and not anything similar to the ridiculous plan put forth by Simon Snellgrove last year. Myself and many of my community will only support a plan such as one put forth by the Asian Neighborhood Design (AND) group and community participants in developing SWL 351 as "recreation...bicycle...transit and youth-oriented activities that would complement the existing Bay Club at The Gateway..."

This would include a waterfront bike, sport and transit center similar to the one in Chicago's Millennium Park, with a café or restaurant at the corner of Embarcadero and Washington Street.

We will object vigilantly anything else that does not provide something similar.

Thank You for this consideration.

11/17/2014 15:16:51Ken Mirabedy [redacted]

As a long time resident of San Francisco with a big family, my children use the Golden Gateway Club. I believe that anything built on SWL 351 that would obscure views from Telegraph Hill cannot be acceptable. Any development must be an integral part of the step down view from the heights. Our community's open recreational space must be preserved. I believe that the SF Port must understand that our neighborhood community wants development that serves all San Franciscan's and those that come to visit our waterfront. It belongs to everyone.

11/17/2014 15:26:17Robert Welles [redacted]

In November of 2013 the voters of SF defeated the proposed growth plan. Again, we will organize and vote against any growth plan that does not honor community involvement and input. We pay SF property taxes, use the waterfront daily and want to maintain a human scale of the environs. Work with us. Thank you.

11/24/2014 13:33:06Sharon Polledri [redacted]

1. Provide estimated general timeline for waterfront transportation improvements.

2. Sea level rise and resiliency--frame issues in terms of importance to City's defense (NYC example).

3. Historic resources/finger piers--outline estimated costs and timeline of life and selective demolition of finger piers. Provide an example or two, so that public understands financial consequences of in-action, selective demolition, or has basis for determining land use options.

4. Interim use policy -- explore policy/financing/risk management avenues to lengthen term and possible extensions. Look for ways to apply generally to pier reuse (in lieu of uncertainty re: long term ground leases). Enlist experts in real estate community to brainstorm ideas for policy development.

5. Pier 30-32: future community planning: outline strategies to proactively reduce pier while maintaining berthing capacity.

6. NE Waterfront: focus on inserting/supporting maritime uses. Use pier sheds for uses that enhance the waterfront visitor experience. (See below)

7. Develop innovative strategies to fulfill Trust purpose of public access and enjoyment of waterfront: e.g. Docent or volunteer "ambassador" program, cultural or historic programming, comfort stations (toilets, water, etc),

inexpensive snack or food options (kiosks, food trucks, etc). Seek funding from grants, income developments, donors.

8. NE Waterfront--re: controversial luxury condominium project -- if and when current developer's rights expire, explore higher density and broaden the targeted housing market segment.

9. Broadway and Vallejo affordable housing site: aggresively explore ways to increase density, height, etc. The site is too well placed and the need is dire. Consider the developer committment as a start, not the end.

10. Port communications-- consider creating a few pieces that target the general public, not just informed Port insiders (friendly and not). Land use professionals, my self included, tend to talk over people's heads. Most people are busy with the complexities of their own lives. They have limited time to spend on Port issues, but they care deeply about the waterfront.

You want to reach people before, say, they discover the quality of life in their neighborhood is threatened (and they become adversarial). They may also have great ideas, and want to participate constructively. Make it easier for people to engage.
Consider retaining communications expertise with a solid public policy background.

11. Last but not least, thank you for the many years of hard work and dedication.

11/25/2014 15:53:22 Karen Scarr [redacted]

I write to express my continued opposition to the 8 Washington development proposed for Seawall Lot 351 (SWL 351), which would destroy the Bay Club at the Gateway and eliminate precious recreational space and activities in our neighborhood, where they are sorely needed. Any development of the SWL 351 must preserve the Bay Club, provide open recreational space for all, and not block views to/from Telegraph Hill and the Ferry Building. I strongly support the position of Friends of Golden Gateway (FOGG) and the recommendations developed by the Asian Neighborhood Design (AND) group and community participants to develop SWL 351 for recreation, bicycle transit and youth-oriented activities that would complement the existing Bay Club at The Gateway. The proposed waterfront bike, sport and transit center, similar to the one in Chicago's Millennium Park, and café or restaurant at the corner of Embarcadero and Washington Street, would enhance the waterfront promenade without compromising community open space or views. We have only one waterfront. It must be preserved and developed responsibly so that it can continue to be enjoyed by all San Franciscans and visitors for generations to come. Thank you for your consideration.

11/27/2014 12:50:49 [redacted]

On the whole I like the plans for the hotel and Teatro Zinzano on the Embarcadero and Broadway triangular lot as it will add interest to the neighborhood and respect the 40' height limit. I am very concerned about the potential for damage to the character of the neighborhood and by the effort by the Port with support from Mayor Lee and his supporters to increase the height of buildings and am scandalized at the political and social effrontery of the lawsuit instituted by Gavin Newsom on behalf of the Port attempting to overthrow the massively supported ballot initiative wrt Lot 351. My other equal concern is to keep Broadway attractive and the effort by the Port to build a 65' building on the Lot 322 site (to support funding for Port projects in a completely different area, Pier 70!) seems to me highly unwise and detrimental and possibly unethical and illegal. Broadway should be an attractive tree-lined street with retail establishments as it approaches close to the waterfront and not a high building wall of 65'. In the long run this is what will benefit the city, its citizens and the voters.

11/27/2014 18:23:29William Benkavitch [redacted]

I am commenting on a statement on page 85 of the Waterfront Land Use Plan, currently under review, concerning SWL 351 and the 8 Washington Street high-rise luxury condominium project.

The statement 'Although the project secured City approvals from the Port, Planning Commission and Board of Supervisors, the Northeast Embarcadero Study did not produce a consensus.' is not correct. There was a consensus. The consensus was that the project should not be built and that the existing open recreational space should be preserved.

The Planning Department 'fix' of the Northeast Embarcadero Study (NES) to justify the 8 Washington Street project was in from the beginning of the 'planning' process.

The flawed NES never attempted to address the value of the existing tennis and swim facility to San Francisco, in spite of written requests from the beginning of the 'planning' process to do so. The words in the initial draft of the NES remained UNCHANGED in the final report. Key words in Design Principle 5: page 26 are "Whether such a replacement facility serves a broader public beyond the immediate neighborhood, however, is not relevant to the current discussion."

I participated in every NES workshop. Along with other participants, I submitted written comments about this flaw.

The Planning Department controlled the written words in the NES. Now the SF Port is carrying on with the flaw to continue to justify the 8 Washington Street project.

The SF Port, rather than continue to refer to the NES, should embrace what those of us who live in the neighborhood came up with - A Community Vision for San Francisco's Northeast Waterfront. This Vision was prepared by Asian Neighborhood Design (AND). The neighborhood groups who participated in this Plan believe it is politically feasible and will yield more revenue than the SF Port's one-at-a-time approach to building on seawall lots.

The SF Port now has an opportunity to overturn the flawed NES and go forward with a Plan that is supported by the neighborhood. I ask that you incorporate the AND Vision into the Waterfront Land Use Plan.

11/29/2014 10:05:23Bill Hannan [redacted]

I thought the Review was very well done. Here are a few comments on the preliminary recommendations.

Chapter 1

Recommendation: The City, State Lands and the proponents of Proposition B should explore ways to resolve the legal controversy regarding Proposition B in an expedited manner.

Comment: One possible resolution would be for State Lands to dismiss its action without prejudice, and wait a few years to see what happens. All parties may be pleasantly surprised. Earlier this month the voters approved a height increase at Pier 70. The Giants are scaling back their plans for Parking Lot A, and are likely to have enthusiastic public support for their eventual proposal. If State Lands were not satisfied, it could return to court.

Chapter 3

Recommendation: For subarea planning to be effective, the Port and neighborhood groups in the Northeast Waterfront should consider setting aside the history of conflict over Port developments and avoid prejudging each other's intentions.

Comment: Agreed!

Recommendation: Port staff should consult with the Northeast Waterfront Advisory Group about whether a boutique hotel is still appropriate for Seawall Lot 324 at Broadway and the Embarcadero, as originally envisioned after adoption of the Waterfront Plan.

Comment: Teatro ZinZanni is proposing a small hotel, dinner theatre and small park for this site. The concept has been presented to NEWAG and neighborhood groups and has been well received. We look forward to seeing detailed plans.

Recommendation: Port staff should consult with the Northeast Waterfront Advisory Group regarding potential uses of Seawall Lots 323, 321 and 314 which are currently used for parking. These sites represent opportunities to reconnect adjacent neighborhoods with the waterfront and to improve the public realm on the west side of the Embarcadero.

Comment: The same should be done for Seawall Lots 324 and 351. Port staff and NEWAG should seriously consider the Asian Neighborhood Design Community Vision recommendations, including these for Seawall Lot 351: "recreation, bicycle, transit and youth-oriented activities that would complement the existing [Bay Club at the] Gateway". (AND Community Vision, p. 22 and recommendations 4.2, 4.4 and 4.8) A sidewalk café would fit well into the corner of Washington and the Embarcadero and would be a welcome addition to the neighborhood.

Sincerely,

Bill Hannan, president
Golden Gateway Tenants Association
[redacted]

11/29/2014 12:34:48Esther Marks[redacted]

Am so sorry have not been able to set aside time to make a more detailed comment but would recommend Asian Neighborhood Plan's Northeast Waterfront Community Plan be incorporated in your updated Waterfront Land Use Plan.

11/30/2014 10:03:47 [redacted]

Waterfront Land Use Plan Review

The Ferry Building Waterfront Acceptable Land Use Table

Seawall Lot 351

The Acceptable Uses for Seawall Lot 351 shown in the Ferry Building Waterfront Acceptable Land Use Table should be revised.

Include Transportation Services and Sports Facilities
The Acceptable Uses shown for Seawall Lot 351 should be revised to include Transportation Services and Sports Facilities. Their inclusion would support the Ferry Building Subarea Objectives to "Restore the Ferry Building Waterfront as a major transit center by improving transit access and transfers among water and land transportation modes."

The construction on Seawall Lot 351 of a new bike transit center with bike storage for cross bay and local commuters, and bike rentals for tourists, would enable more bike usage, more ferry usage, and less car usage. A bike transit center would also complement the existing, active recreational facility at The Gateway.

Exclude General Office and Residential

The Acceptable Uses shown for Seawall Lot 351 should also be revised to exclude Residences and General Offices. Their exclusion would support the Ferry Building Subarea Objectives to "Physically and visually integrate the Ferry Building and environs with spectacular City and Bay settings."

Lot 351 is visible from the Ferry Building, Ferry Park, and northward along the Embarcadero. Even a two-story residence or office building at the intersection of the Embarcadero and Washington Street would probably obscure the existing views toward one of San Francisco's most prominent hills, Telegraph Hill with its iconic Coit Tower.

A two-story building would also be the beginning of a wall next to the sidewalk and parallel to the west side of the Embarcadero where no parallel wall has ever been erected. The wall would transform the Embarcadero north of Washington Street into an urban canyon.

11/30/2014 12:23:48Katy Liddell[redacted]

Ms. Monique Moyer, Executive Director
Port of San Francisco

Re: Comments on Draft Waterfront Land Use Plan, 2014 Review

Thank you for asking for the public's input on your Draft Waterfront Land Use Plan Review. I personally appreciate the opportunity to share my thoughts. That being said, I offer comments only on what I know and have observed. I do not pretend to be a financial or maritime expert and do not feel qualified to comment on many aspects.

First, I have to congratulate you and your staff for being, in my opinion, the smartest and easiest group with which to work here in the City. I truly look forward to seeing and working with every Port staff member with whom I have come in contact. As an active citizen involved with many City agencies over the years, I have worked with a number of City "family" members. I always feel as though Port staff truly cares about San Francisco's waterfront and that they feel personal responsibility for what happens to this sacred space. To that end, I offer my first comment.

San Francisco's waterfront belongs to and is the responsibility of the entire City as well as the State of California and the Federal Government. But, it seems that the Port is burdened by the lack of financial support from any of these other entities. The City, the State, and the Federal Government should share in the funding of upkeep and development of the waterfront. The cost of dealing with crumbling sea walls and rising seas need to be borne by all -- not just the Port.
Further, many City Hall "family" members, including Planning Department members, get involved with Port Plans. You and your staff are the maritime experts. You should be leading the action on Port issues with support from others, as you deem necessary. Each Port project needs a designated leader from the Port and that person should be recognized as the one who is calling the shots. I continue to be very impressed with Port staff and feel confident they are capable of overseeing the organization's efforts.

This is probably the right place in my comments to inject the very negative experience many of us had in our South Beach / Rincon / Mission Bay neighborhood when our own mayor unexpectedly announced the Warriors' plans to build their arena on Piers 30/32. His announcement and the direction to his staff and to Port staff to see this through resulted in awkward and unhealthy relationships amongst City and Port Staff and with the public. Although the OEWD was sorely needed to help with this project, I felt like they were leading the effort on behalf of

the mayor rather than allowing the Port to do so. Hence my comments in the previous paragraph.

Regarding community outreach, I applaud the Port's recognition that more a more intense effort is necessary in order to avoid the backlash caused by the proposed Warriors project, 8 Washington, and other controversial projects. All of the neighborhoods along the waterfront need to be engaged in the planning process. Every neighborhood organization - large and small -- needs to know that their input is valued. Outreach should extend also to the business community and to the HOAs associated with all residential units.

One very important thing for community outreach is education. I have been to so many meetings where participants suggest things for waterfront development projects that are not compliant with the Public Trust. We need to know what is possible, and we also need to know what is financially viable. I suggest a simple (if possible!), straightforward "Waterfront 101" course, which could be available for those of us who wish to actively participate in the process. Again, speaking from my own personal experience, there are but a few of my neighbors who really understand the complexities involved while the rest of us are either ignorant or in an intense learning process. An example is Pier 38. The developers visited our neighborhood association some months ago and asked what we would like to see in that space. Enthusiastic attendees made their suggestions, only to be told that – for many of their ideas -- "We can't do that because of BCDC or other restrictions." The result was that some folks left feeling rather negative. If they had known the guidelines for waterfront development, they could have suggested options that were in compliance instead of feeling like their ideas were not worthwhile.

Outreach also needs to ensure that any future CAC or advisory group formed is free of the Brown Act and Sunshine restrictions. Any such group needs to be able to freely converse amongst themselves and with the public for positive collaboration to occur. Members of the group need to be a diverse mixture of those predominantly from the neighborhoods affected. My own experience with the Piers 30/32 CAC was that many members were not from the neighborhood – and therefore not altogether familiar with its day-to-day life. I appreciated the variety of backgrounds and expertise, but intimate knowledge of the neighborhood was sorely needed.

Particular to the southeastern waterfront, the new and emerging neighborhoods here need a very loud voice in the future of our neighborhoods. We have less open space than other parts of the City, and we continue to add hundreds of new residents and workers each day. We treasure our part of the waterfront as a serene, natural body of water. We want to keep it clean and uncomplicated while preserving the rich history of its past. Many of us used to call this part of the waterfront a hidden gem. When I moved here in 1995, the neighborhood was deserted. Very few people seemed to know about us and most had no desire to come over this direction. Once the ballpark arrived along with the ensuing development, the word was out. In the meantime, those of us who live here are glad to share and welcome visitors with open arms. But, we want to preserve what we have as we continue to grow and welcome even more residents and visitors.

In the case of Piers 30/32, we should demolish the unsafe parts and save what we can to use as an extension of the Brannan Street Wharf -- a pedestrian pier where we can continue to enjoy the beauty of the bay. The deep-water berth should be preserved for visiting ships.
Revenue from the sale is SWL330 should be earmarked for Piers 30/32 and not be allowed to be used for any other purpose. No mega-project of any kind should be allowed on this site.

The Port needs to partner very closely with the SFMTA for transportation planning. The southern waterfront is already extremely underserved while development continues to leap ahead. In fact, the Port needs to lean on the MTA to expedite their plans for improved transportation and inject its voice where necessary to assure that Port projects get the priority they deserve. We are far, far behind where we should be.

Although maritime industry has subsided, every effort should be made to preserve what is left of the working Port to assure it stays active and grows, if possible.

In closing, I want to reiterate once again that I am a novice when it comes to high finance and City and Port planning. I offer these comments from my own experience and opinions, right or wrong. The WLUP Review is a

truly valuable document as it is a wonderful composite of the Port's history. I'll be using it as a resource as we continue to plan what's best for our beloved Bay. Thanks and kudos to all who had a part in putting it together.

And again, thank you for the opportunity to share my opinions. I do sincerely appreciate all you and your staff do to take care of the Port of San Francisco.

Regards,
Katy Liddell
Former Chair, Piers 30/32 CAC

From: michael daly [redacted]
Sent: Sunday, August 17, 2014 10:22 PM
To: Benson, Brad (PRT); Oshima, Diane (PRT)
Cc: Beaupre, David (PRT); Moyer, Monique (PRT)
Subject: Public Comment LUP --Pier 84 inclusion

To: Diane Oshima, Brad Benson - Port of San Francisco
cc: Monique Moyer, David Beaupre - Port of San Francisco

Reference: Port of San Francisco --Draft Land Use Plan

Subject: ***Request Inclusion --Planning for Pier 84***

Thank you for last week's wonderful report, which I obtained the morning of your open meeting. Thank you also for your request for public review and comment; I have now read your draft. I am writing to you at this time to participate appropriately in your public dialogue process.

1) Please recall Port Commission Meeting of May, 2013, specifically calendar Item 9A, This refers to Executive Director Moyer's recommendation to the Commissioners that they accept a California Coastal Conservancy grant to accomplish specific tasks at Islais Creek, at a location historically called Pier 84-- Copra Crane Dock.

2) This matter was thoroughly researched by David Beaupre for presentation to Byron Rhett, and David's report is attached to this email per pdf.

3) These matters resulted in an affirmative resolution, please see Port Commission Document # 13-18 Resolution. Eventually all of this was coordinated with the SF Board of Supervisors. The City has formally waived CEQA at this location, and all aspects presented conform to BCDC and State regulations.

4) Please note that the SF MTA has completed and is now operating a wonderful bus maintenance facility at this location.

5) Please also note that the north shoreline along Islais Creek has been developed per general landscape architectures of the Bay Trails, and on this site is a spectacular steel sculpture intended to salute the historic ship building which occurred in this part of the City.

6) Currently there exist numerous abandoned piles in the waterway, which the CCC Grant intends to remove. Also existing is the substructure of an historic crane, this is also scheduled for removal. These cleanup items alone will greatly enhance this part of the City's waterfront, and accomplish most of the CCC grant intentions..Descriptive photographs are attached.

7) Regarding the historic crane, it is in Port storage nearby. It is unclear to me what current consensus exists as to most beneficial use. I would imagine that specific question would require some type of specific community meeting to determine the best solution for the City and Port, the current and future neighborhood, and general respect for SF History. The Port is the best agency to determine what to do with the Copra Crane, the Port has the means to determine the best use for the whole City as to this matter. Yet the Board of Supervisors may want participation. I would imagine that the SF Arts Commission, and the sustainers of the new site sculpture would want to comment on any plans to restore the historic crane. At this time, my only request is that Pier 84 be included in your final LUP.

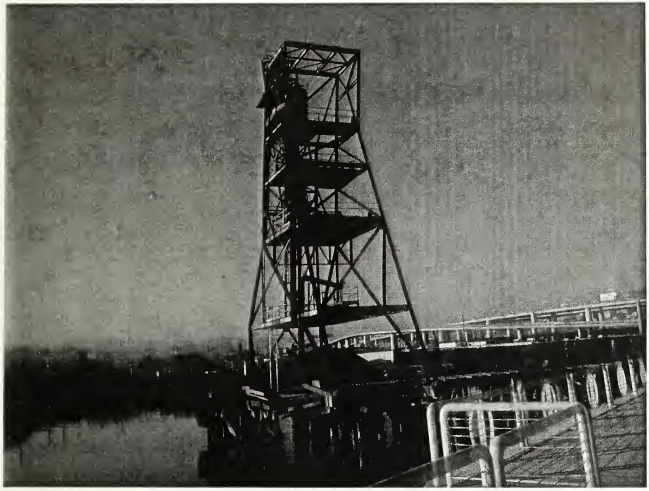
My request at this time is that the Port Planning team include in the final LUP Document some description of Port Intentions as to Port of San Francisco Resolution 13-18. And since your 23 September meeting is scheduled at a venue quite close to this location, I request some type of update as to any short term work now scheduled. This would likely be important to those from this community attending your meeting.

Thank you

Michael Daly



Attachments follow (9 pages).









MEMORANDUM

May 9, 2013

TO: MEMBERS, PORT COMMISSION
Hon. Doreen Woo Ho President
Hon. Kimberly Brandon, Vice President
Hon. Willie Adams
Hon. Leslie Katz
Hon. Mel Murphy

FROM: Monique Moyer
Executive Director

SUBJECT: Request authorization to accept and expend $616,534 in grant funds from the California Coastal Conservancy for the restoration of the Copra Crane and removal of pile supported wharf at Pier 84 on Islais Creek at the southern terminus of Indiana Street

DIRECTOR'S RECOMMENDATION: Approve Attached Resolution

Overview
Port of San Francisco staff has applied for and was awarded a $616,534 grant from the California Coastal Conservancy to restore and reassemble the Copra Crane ("Crane") and to remove pile supported wharf structures known as Pier 84 on Islais Creek (see Exhibit A, Photo and Location). The Copra Crane will be reassembled in its original location at the terminus of Indiana Street and the wharf removal area is adjacent to the Crane on the northern shoreline of Islais Creek, generally between Indiana Street and Interstate 280.

The Crane is the last remnant artifact along San Francisco's waterfront of the days when the longshoremen used hand operated machinery to off load material from cargo vessels. It is also the last surviving part of the former Cargill industrial plant that was developed on the northern shore of Islais Creek at the terminus of Indiana Street. The Crane, once reassembled will stand 5-stories high and weigh approximately 16,000 pounds and was last used by Granex Corporation in 1974 to off load Copra (dried coconut) that was imported primarily from the Philippines.

Once restored, the Crane will become a landmark to labor history, recognizing the important role labor had in the development of the San Francisco Waterfront.

THIS PRINT COVERS CALENDAR ITEM NO. 9A

Site History
The copra import operations were first established in 1948, when the Port of San Francisco constructed the Pier 84 facility to support the cargo operations and the Cargill Company constructed a copra oil refinery. Over time there were several Copra off-loading machines (cranes). The most recent, which exist today, was constructed in 1965 by Granex Corporation, for a copra processing plant owned and operated by Philippine Nationals. The Crane was historically used to vacuum Copra from ships hulls to a warehouse on land, where the Copra was processed for use, as oil in soaps, food and cosmetics. The Copra operations occurred on Islais Creek until 1974 when the copra processing plant closed.

Currently the Crane is recognized by the City Planning Department and State Office of Historic Preservation as a historic resource that is eligible for listing on the National Register of Historic Places pursuant to the City Planning Department's 2001 Central Waterfront Cultural Resources Survey. Although the Crane was constructed less than 50 years ago, it is historically significant at the local level because of its connection to the Central Waterfront's and San Francisco's labor history and because it is the last remaining piece of hand operated machinery on the Port of San Francisco, used by the longshoremen working bulk cargo.

Project History
In 1999, an organization called the Copra Crane Labor Landmark Association (CCLLA) approached the Port of San Francisco with a proposal to restore the Copra Crane as a Landmark to recognize the important role of labor on the San Francisco Waterfront. The CCLLA is a group of individuals that represent a broad spectrum of labor, historians and neighborhood stakeholders, including representatives of various labor unions such as the electricians, pile drivers, carpenters and longshoremen as well as the Friends of Islais Creek. The CCLLA interest in restoring the Crane was summed up by one of its founding members Julia Vierra as saying: "*the Copra Crane on San Francisco's Islais Creek is a highly visible reminder of toil on the waterfront. It symbolizes a worldwide process -- harvesting coconuts from palm trees on Pacific plantations; shipping and unloading dried copra; processing the copra for oil for food, soap, perfume, and medicine; and recycling the residue for animal feed. Islais Creek, once the home of tanneries, canneries, and slaughterhouses, meant both welcome jobs and careless damage to a bay inlet. As factories faced obsolescence, they were abandoned.*" In the last decade, community conservationists and preservationists have banded together to restore the creek, including restoration of the Crane.

Over the years the Port assisted in helping the CCLLA achieve its goals of restoring the Crane. Unfortunately the organization was not able to complete the project and in 2012, the Port working with the San Francisco Municipal Transportation Agency (SFMTA) removed the Crane in an emergency situation. The SFMTA was under construction on an adjacent site and noticed movement of the Crane. Recognizing the potential imminent collapse into the creek, the Port and SFMTA mobilized and removed the crane from its pile supported platform. The Crane was dismantled and placed on Port property for storage. The dismantling was photo-documented and assembly plans for the Crane were prepared prior to dismantling.

Project
If approved, this grant will be used to:

- design a new platform to support the reassembled Crane;
- develop a plan to reassemble the Crane for ornamental purposes (non-functional);
- remove the deteriorated piles and structures once used to support the Crane;
- install a new platform structure in the same location, to support the Crane;
- reinstall the Crane;
- prepare plans for removal of the adjacent Pier 84 wharf area; and
- remove the deteriorated Pier 84 wharf structure.

The project to remove the deteriorated wharf area and to reconstruct and reinstall the Crane will be completed under a single construction project.

Once the Crane restoration project is completed, the CCLLA, coordinating with the Port and SFMTA will create and install site interpretation about this history of the Copra Crane and role of labor.

Grant
In 2009 and 2010, the California Coastal Conservancy (CCC) received approximately $672,586 in mitigation funds resulting from the San Francisco Bay Conservation and Development Commission (BCDC) permit requirements for San Francisco Public Utilities Commission and West Coast Recycling. These funds were placed in the Conservancy's Coastal Trust Fund Account and have accrued approximately $12,452 in interest, for a total of $685,038. The CCC fee to administer the grant is approximately 10% with the remaining $616,534 of funds going to a grant to the Port. The BCDC permits called for the funds to be allocated for improvements for public access at Islais Creek in San Francisco. The Port of San Francisco, CCC and BCDC staff subsequently met to discuss the proposed project. Should the grant be approved, the Port anticipates completion of the Islais Creek waterfront improvements and Copra Crane restoration in mid to late 2014.

Community Review
The restoration of the Copra Crane as a labor landmark and the removal of the dilapidated wharf area adjacent to the Crane have broad community support. The Port and CCC received letters of support for this grant from a variety of labor groups, preservationists, neighborhood activists, kayakers and Friends of Islais Creek. The Port's Southern Waterfront Advisory Committee also supports the project.

Environmental Review
Consistent with the California Environmental Quality Act, the San Francisco Planning Department issued a Categorical Exemption (Case No.2013.0447E) under Class 3 Historic Resource Rehabilitation/Restoration for the Crane restoration and a Final Environmental Impact Report for the 34th America's Cup & James R. Herman Cruise

Terminal and Northeast Wharf Plaza (Case No. 2010.0493E) for the Pier 84 wharf removal.

Funding & Schedule
The Project is primarily being funded through the CCC grant. The Port will supplement these funds including funds already expended to conduct the emergency removal of the Crane and through staff time. The following is a preliminary estimate of the funding allocation by task and funder:

Task Number	Task	Port Funding	Coastal Conservancy	Other Funds (SFMTA,CCLLA)	Total Cost
1	Remove Crane from Platform	$25,000		$35,000	$ 60,000
2	Complete Final Designs	$50,000	$30,000		$ 80,000
3	Complete CEQA	$5,000			$ 5,000
4	Obtain Permits	$5,000			$ 5,000
5	Bid/Award/Construct		$586,534		$586,534
6	Develop project sign and install signs			$35,000	$ 35,000
TOTAL		***$85,000***	***$616,534***	***$70,000***	***$771,534***

Schedule
The following presents a draft schedule for the design and construction of the project:

Project Phase	**Start Date**	**End Date**
Planning/Conceptual Engineering	Complete	
Design Engineering & Permitting	Summer 2013	Fall 2013
Bid and Construction	Fall 2013	Summer 2014
Project Closeout	Summer 2014	

Port Commission Action
Through the attached resolution, staff seeks Port Commission authorization to accept and expend $616,534 in grant funds from the California Coastal Conservancy.

Prepared by: David Beaupre
Senior Waterfront Planner

For: Byron Rhett
Deputy Director, Planning and Development

PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 13-18

WHEREAS, Port of San Francisco staff has applied for and was awarded a $616,534 grant from the California Coastal Conservancy to restore and reassemble the Copra Crane and to remove pile supported wharf structures known as Pier 84 on Islais Creek; and

WHEREAS, the Copra Crane is the last remnant artifact along San Francisco's waterfront from the days when the longshoremen used hand operated machinery to off load material from cargo vessels; and

WHEREAS, the Crane is one of the last surviving parts of the former Cargill industrial plant that was developed on the northern shore of Islais Creek at the terminus of Indiana Street; and

WHEREAS, the Crane is recognized by the City Planning Department and State Office of Historic Preservation as a historic resource that is eligible for listing on the National Register of Historic Places pursuant to the City Planning Department's 2001 Central Waterfront Cultural Resources Survey; and

WHEREAS, an organization called the Copra Crane Labor Landmark Association (CCLLA) approached the Port of San Francisco with a proposal to restore the Copra Crane as a Landmark to recognize the important role of labor on the San Francisco Waterfront; and

WHEREAS, over the years the Port assisted in helping the CCLLA achieve its goal of restoring the Crane, but unfortunately the organization was not able to complete the project and in 2012, the Port working with the San Francisco Municipal Transportation Agency (SFMTA) removed the Crane in an emergency situation; and

WHEREAS, this grant will be used to: a) design a new platform to support the reassembled Crane; b) develop a plan to reassemble the Crane for ornamental purposes (non-functional); c) remove the deteriorated piles and structures once used to support the Crane; d) install a new platform structure in the same location; e) reinstall the Crane; f) prepare plans for removal of the adjacent Pier 84 wharf area; and g) remove the deteriorated Pier 84 wharf area; and

WHEREAS, restoration of the Copra Crane as a labor landmark and the removal of the dilapidated wharf area adjacent to the Crane has broad community support; and

WHEREAS, Consistent with the California Environmental Quality Act, the San Francisco Planning Department issued a Categorical Exemption (Case No.2013.0447E) under Class 3, Historic Resource Rehabilitation/ Restoration for the Crane restoration and a Final Environmental Impact Report for the 34th America's Cup & James R. Herman Cruise Terminal and Northeast Wharf Plaza (Case No. 2010.0493E) for the Pier 84 wharf removal; now, therefore be it

RESOLVED, that the Port Commission hereby authorizes the Executive Director to accept and expend $616,534 in grant funds from the California Coastal Conservancy and to conduct all negotiations, and execute and submit all documents, including, but not limited to applications, agreements, amendments, and payment requests, which may be necessary to secure the aforementioned grant funds; and be it further

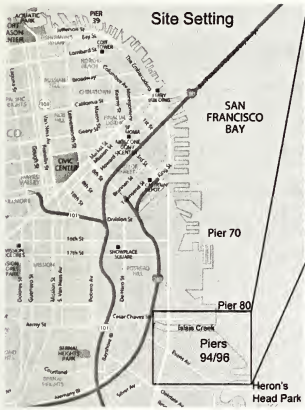
RESOLVED, that the Port Commission authorizes the Executive Director to execute an agreement, as required by the California Coastal Conservancy, to indemnify the California Coastal Conservancy, the State and others for liability associated with the grant funds, as approved by the City Risk Manager and the City Attorney's Office; and be it further

RESOLVED, that the Port Commission authorizes the Executive Director to seek Board of Supervisor's authorization to accept and expend the funds.

I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of May 14, 2013.

_____
Secretary

Exhibit A. Photo and Location







Volunteers of Copra Crane Labor Landmark Association in front of Copra Crane



Laborers Unloading Copra

Elliott, Tani (PRT)

From: Ron Kaufman [redacted]
Sent: Friday, August 22, 2014 6:30 PM
To: Oshima, Diane (PRT)
Cc: Moyer, Monique (PRT)
Subject: Waterfront Land Use

Dear Diane. Thank you for spending time discussing the Port and the Embarcadero. Some of my comments included the following:

1. The Port lots on the West side of the Embarcadero through the entire history of the Port have supported the successful use of the Piers. Therefore I urge that these lots not be committed independent of a supporting role for Pier redevelopment. The Broadway lot is an example. We all want more and affordable housing. However I do not think that the Port decision makers should succumb to the political pressures of the moment and commit this lot to non-Port pier support use. If the housing site is a portion of the Broadway site, in my opinion it will reduce the value of the remainder. I do not know how the Port will be compensated, but doubt that is the highest and best use for that Port site.
2. You mentioned that there would be parking under the housing and that is a wise and needed decision for many reasons. It will be supportive to Pier developments. Those developments draw crowds from all over the Bay Area , the State and beyond. Many of these people who create the economic feasibility for the Port developments must come by auto. Adequate parking will get them out of their cars so they can walk on the water side of the Embarcadero, reduce auto congestion and reduce pollution since these same autos will not have to drive endlessly looking for parking.
3. Embarcadero traffic. Since some insane planners reduced the number of lanes on the Embarcadero there have been periods of the days (especially summer visitor months) when the Emb is a parking lot. This would discourage the average person from returning to Port developments. A partial solution is to treat this as a case study in how to reduce a queue. Some suggestions.
   a. Provide remote but convenient parking lots with shuttle buses to the Embarcadero. I realize that some of these off site lots may years from now be developed, but make use of them in the meantime and create some Port revenue. The shuttle buses should run down the middle where the F line runs and the buses can use the same stops. IE make greater use of idle land and already paid for infrastructure, keep some cars off the Emb and create revenue. Any number of parking operators can run these lots and with proper publicity and signage in numerous key locations they will be used. Pay for parking but your parking ticket is good for a person or family to ride free.
   b. Provide traffic control people at key intersections/ stop lights during peak hours and peak days.
   c. Provide programmable signage to direct traffic to alternate routes to Fisherman's Wharf; and have the traffic control officers trained to do the same . (Stockton St. , Powell St., Sansome St., Van Ness, Bay St etc). IE break up the queue.
   d. In cooperation with the Exploratorium, Ferry Building, Pier 39 , Fisherman's Wharf etc the Port could run a free bus service from Union Square/ Financial district directly to the middle of the Emb; and use the F line roadway and stops. The hop on and hop off buses charge a fee and are too indirect. This fleet of buses could prevent hundreds of cars from driving to the Emb and be a captive audience for the Port. Should be well worth the cost.
   e. The cruise ship terminal is a vast improvement in getting cars off the Embarcadero during the relatively limited days and hours of cruise ship loading. However, the terminal and support land represent a huge investment that often sits vacant. Therefore for many reasons I support using the terminal land for parking in non-cruise days ; and assume that the very attractive and dramatic terminal will be rented for events, parties etc to produce revenue to help justify the cost of construction and pier infrastructure work.
   f. The Port may do the following, but I am not sure. Every Port property occupant should be required to coordinate events with a Port coordinator. The purpose is to schedule them as to non-conflicting days, times etc and thereby ease some of the queues. An ordinance may be needed to enforce this.

g. The companies around Levi's set a terrific example with their shuttles (Levi's Plaza, Williams Sonoma, Bay Club). Those help. In addition, there are employees who simply must travel from out of town by car. It is possible that some or many of these commuters/companies will agree to staggered hours, which would help with the rush hour queues.

4. Bicycles. An observation of the many pedestrians on the East/ water side of the Embarcadero is very gratifying. At the very same time there is often no one walking on the West side. And I mean no one. It is fine that some, small percentage of people use bicycles. However, I have often had to dodge bikes that do not stop for lights, use the side walk and are often not considerate of the safety of the greater number of pedestrians. The solution is obvious and similar to the way the Golden Gate Bridge handles this problem. That is, bicycles should use a revamped/widened West side sidewalk and not be allowed on the East side. Further, it is a huge error to take away already inadequate auto lanes to accommodate bicycles. Use the unused West side of the Embarcadero to solve the problem. Just like the GG Bridge.

Thanks for all you and the other professionals do for the Port. Please share this memo with your colleagues and the Commissioners. Best regards, Ron

Ron Kaufman
The Ron Kaufman Companies LLC
[redacted]

~ The Ron Kaufman Companies is celebrating its 51st year ~

RUDOLF NOTHENBERG
[redacted]

October 10, 2014

Ms. Monique Moyer,
Executive Director, Port of San Francisco

Re: Comments on Draft Waterfront Land Use Plan, 2014 Review

I am pleased to respond to the "Draft Waterfront Land Use Plan 2014" I hope that the Port management and staff will find these comments helpful – that is the spirit in which they are submitted.

My history in supporting the Port and its various Directors – to and including your current leadership – goes back for the decades of my service as a San Francisco Public official. Such differences as I may recently have had with the Port stem directly from what I believe to have been the misguided efforts to locate an entertainment complex on Pier 30/32. An effort I thought damaging to San Francisco as a whole and at best unproductive to the Port specifically. I was a founder of the San Francisco Waterfront Alliance, formed to oppose the entertainment complex on P30/32, however the following remarks are solely my own.

The draft prepared by staff is a valiant effort to look back at the past and begin to deal with the future. It recapitulates the many accomplishments of the Port since the adoption of the WLUP. While I am pleased to acknowledge these many successes, it nevertheless seems to me that the proposed 2014 Revision needs to do more to (a) sufficiently and explicitly recognize several new realities facing the Port's efforts to deal with its capital needs and (b) to address its relationships with some significant numbers of concerned citizens who have become disaffected over the past few years.

It seems apparent that the current strategy of relying in significant part on highly optimized private development on Waterfront property to finance the Port's capital needs is no longer operative. The public has indicated - many times over –and most recently in 2014 – that development of the Port's waterside property on a scale designed to maximize developer yield in contravention to existing height/bulk strictures is not acceptable. That will remain true irrespective of whether there is a many year long battle in the courts over Proposition "B".

I suggest that the draft requires a far more realistic assessment of how much of the Port's financing needs can, in the future be met by acceptable levels of private development on Port properties adjacent to Bay waters. With a new and more realistic estimate of how much the Port can in fact generate through private development, and of what the resulting financing gap will be, the new (or revised) WLUP should then include discussion of a strategy to fill the remaining gap. In that regard I would argue that the Capital program separate those projects that are clearly the responsibility of the Port's alone from those that will require a broader funding base because they deal with City-wide or regional seismic or environmental risk.

It would be useful, both because it is true and because it is strategically important, to acknowledge that, with respect to financing certain capital needs, the Port, standing alone cannot succeed. The as yet unknown costs of seismically retrofitting the sea-wall, along with the immense costs of dealing with sea-level rise cannot be covered by the existing financing capacity of the Port, no matter the level of development is might seek on its properties. The seismic upgrading of the Sea Wall protecting the City is no less a responsibility of the City as a whole than was the seismic retrofit of its City Hall. One could argue that the Sea Wall retrofit is in fact more important (and I was in charge of the City Hall retrofit for years). It is folly to assume that the prospective seismic costs should somehow be the Port's responsibility alone. The City will have to find a way to deal with the seismic retrofit of the critical structures managed by those of its Public Service Enterprises - such as the Port and MTA - that cannot (unlike PUC and the Airport) generate enough revenue to rely on Revenue Bonds for their seismic upgrade needs.

The costs of dealing with Sea Water Rise are self-evidently far beyond the financing capacity of the Port, if not perhaps the City as well. To the extent the WLUP needs to contemplate sea-water rise – as indeed it should, then a strategy to elevate this issue to a regional if not a statewide and Federal level should be discussed and later initiated.

It seems to me that a far more direct, forthright and stronger statement about these issues should be made in any revised WLUP that discusses infrastructure financing issues.

The Port's process of rewriting or amending the WLUP could provide a good opportunity to restore the trust of those segments of the community who have become disaffected and remain suspicious of the Port's intentions. That process should be lavishly participative – even if the process then becomes more prolonged or troublesome than the Port might prefer. I believe the Port staff knows that the process needs to involve all of the stakeholders, most particularly the residents and businesses in each of the planning sub-areas. It may be more difficult to identify and involve community representatives/leaders in some of the newer residential communities such as South Beach and Mission Bay. Such individuals and organizations are easier to identify in longer established neighborhoods, but the effort to find them in the newer bay-side neighborhoods must be made. That such individuals and groups exist there was made evident by their appearance when their neighborhood's quality of life was threatened by the proposed Entertainment Center on P30/32. Once the parties are involved, there needs to be adequate time – no artificially rushed deadlines - and a genuine effort to listen and respond. The Port staff has successfully done this in other times. The experience is there and the draft should spell out in more detail what the ensuing process will be.

The following comments deal with the specific language found in the draft document. The below comments either expand on the larger issues that I raised above or, in other cases deal with narrower issues in that part of the Waterfront with which I am most involved, Pier 28 to China Basin.

pp.19, 34, 36, 208 and 223 (Citizen Involvement)

Portions of the above pages deal – in various contexts – with the public's role in future development projects. I believe the language regarding outreach and involvement needs to be fortified. The involvement of the public, most particularly of the neighborhoods most directly impacted, must start early – at the outset of a project and not – as the case on P30/32 - after the outcome had been pre-determined. There ought be an explicit commitment by the Port to a more concentrated effort to bring in and involve more people from the most directly impacted neighborhoods. Appointed advisory groups for specific projects should consist of a majority of neighborhood stakeholders. Importantly, a process must be found to allow advisory groups to be more "open" and amenable to full discourse than the calcified process of the unlamented P30/32 CAC – charitably described as "stilted" on pp.228 of the draft.

pp.21 – 25, pp.58-59 (Financing/Funding Issues)

I certainly support the various recommendations of Port Staff to seek more public funding – including General Obligation Bond financing. I believe however that limiting the demand for G.O. Bond financing only to Waterfront Parks as is presently the practice (see pp.21) is far too timid a call for the use of such funds to deal with the Port's infrastructure issues. To the extent that the Port's infrastructure projects, be it the repair of a critical structure or the necessary removal of a rotten pier, provide widespread public benefits for the broader San Francisco community, the Port is entitled to demand that these needs be included for G.O. funding in the City's Capital Improvement Plan. (see Point #2, bottom of pp.58).

I have earlier noted what I believe to be the advisability that the Port, in the WLUP, explicitly acknowledge that it cannot internally finance the costs of dealing with such broader issues as the seismic strengthening of the sea wall and the costs of a response to ocean water rise. While local G.O. Bonds will inevitably play a partial role in seismic issues, the draft should make clear that non-local funds, Regional, State or Federal will have to play the major role in dealing with sea-water rise costs not passed on to the private sector. Including these funding demands (seismic and sea level rise) along with, and undistinguished from, the rest of the Port's more routine Capital program needs, distorts the picture and makes the solution to the Port's singular, routine infrastructure needs seem all the more insoluble. I am not suggesting that these larger, non routine issues be ignored in the WLUP plan but that they be separately addressed as beyond the Port's ability to deal with unassisted.

pp. 23,24 ("Waterfront Development")
The draft (see pp.23) quotes the assumption (from the present WLUP) that "long term improvements of Port facilities would rely primarily on private real estate capital". I believe – as I have earlier stated that this assumption is no longer valid. The Port should, in any revised/new WLUP, state directly and unequivocally that such a "primary" reliance is no longer possible – if it ever was. The sentence on pp.24 suggesting that that the Port has "come to understand" that "other" funding will be required, understates what the realities are likely to be. It avoids confronting an issue that the Port should explicitly acknowledge.

The draft should clarify that, while some amount of private real estate capital will continue to be generated from Port properties, ultra high yield "mega" projects on Bay frontage, with their attendant regulatory and political problems, are not likely to be in the offing. Thus, private capital will NOT yield the entirety or perhaps even the preponderance of the Port's capital financing needs. And, that is NOT just because of what the draft cites as the "high cost of addressing the condition of Port facilities". It is also because of the unacceptability of the scale of private development that would be required to yield the lease revenues the Port says it needs from that source.

You cannot save our waterfront by destroying its value as a resource for the entire community by a scramble for optimized revenues from the sale or lease of bayside property under your jurisdiction.

Pp.25 and pp.61, 65 (IFDs)

While IFDs from such new private projects as will be built remain a desirable way of financing public infrastructure, I do not however believe that such proceeds should necessarily be "pooled" so that IFD proceeds from a project on one part of the waterfront would be utilized to solve problems at another – and

unrelated – site. So long as there are unmet infrastructure demands in the immediate area of the new project, I believe the IFD proceeds from that site should be used to deal with the problems there and not diverted elsewhere. I suggest that draft acknowledge the necessity to use IFD proceeds to resolve otherwise unfunded infrastructure needs in the immediate area of the project generating the funds. Thus I believe for instance that any IFD proceeds generated from the development of SWL 330 should, along with the proceeds of the land sale (or lease) be sequestered and used ultimately for the full or partial demolition of P30/32. (see also my comments on pp.90 et.seq. and on pp 223)

Also with respect to IFDs generally, the Chart on pp.61 appears outdated and will need to be revised to accord with what has occurred since it was prepared.

pp.26 ("Transportation")

The language of the Draft with respect to transportation issues in South Beach/Mission Bay fails to address the issue of how the growing residential population together with the booming employment base in the area, will be impacted when the "T" line no longer runs along the Embarcadero. Already beset by the well-known troubles of the "N" line, alleviated only slightly by the occasional arrival of a usually crowded "T", even that safety valve will disappear once the "T" runs in the Central subway. The extension of the "historics" will NOT be a sufficient replacement. The public transit problems will be exacerbated by the increased demand on the "N" line from the proposed Warriors complex – to which not all patrons will travel using the "T" from Powell. A serious discussion of Transportation issues is warranted. "The MUNI will Provide" is a prayer, but not a sufficient or credible program.

pp.30 et.seq. ("Building Heights")

It appears to me that this section fails first to adequately acknowledge the degree of acrimony and distrust generated by the recent attempts to circumvent existing height limits and secondly fails to come up with a new, consistent and credible way for the Port/City to deal with future projects that may include a claimed need for height exemptions. There should be a better developed discourse on how the City/Port might handle such claims internally and, if they are found justifiable, by whom and how they would then be presented to the electorate.

The draft needs to clarify exactly who, as between the Mayor's office, the Planning Department and the Port will, in the future, be responsible for the substance of a project seeking approval for exemptions. It is rumored that one or another of these agencies has, in at least one recent instance, encouraged developers to seek exemptions for building heights far in excess of what the community would accept as reasonable – and allegedly higher than the developers themselves thought achievable through the public process, theoretically as a "bargaining chip" to "sacrifice" once the community began to question the height exemption being sought.

It is unconscionable that three different agencies, without necessarily convergent goals are making – or trying to make - policy decisions about the scope of waterfront developments. The "Recommendation" on pp.33 for a "dialogue with the Planning Dept." on "how to formulate height proposals" is a first step, albeit a feeble one. The WLUP should propose a better developed process, one calculated to provide clarity, something that provides an amount of certainty as to process to the development community and importantly, would provide a skeptical environmental/neighborhood community with the assurance that recent imbroglios about height exemptions will not be repeated – that whatever finally finds its way to the ballot is a result of a fair, open and reasoned process.

Finally, while the language on pp.31 is self-congratulatory with respect to "stepping down" the height limit on the remainder of SWL 330 to 105 feet, one's admiration for that achievement is tempered by the fact that the City staff, of one or more agencies, was adamantly pushing for an exemption to allow for a 170 foot tower on that very site – a fact not acknowledged in that portion of the draft's discourse.

"Sub-Area" Discussion, South Beach, pp 90 et.seq. and pp.223

The discussion on Pier 30/32 suggests that the staff is still unwilling to recognize the inevitable. Pier 30/32 will not in any foreseeable future be developed without massive public subsidies, nor is there any support whatever for a high intensity, inevitably height-limit breaking development on that site. It seems evident that full or partial removal of the deck and of at least the wooden piles, along with minimally (and perhaps temporarily) the installation of a promenade (similar to the Embarcadero at Rincon Park) from the Brannan Street Wharf Park to Pier 28, would have overwhelming public support and moreover is financially feasible for the Port. It would require that the proceeds of the sale (or lease) of SWL 330 along with the proceeds of an IFD on whatever is developed on that site be sequestered and held for the eventual removal of all or major portions of P30/32.

It seems accepted by all parties that nothing must be done on P30/32 in the immediate future. There is at least a decade before the pier must come down – which allows for plenty of time for SWL 330 to be sold and for the IFD on what is built there to be activated and allow for the issuance of debt, which together with the sequestered sales (lease) proceeds – and perhaps other sources of funds – would then be used to remove a Pier that will have long outlived its useful life and to provide for open access to the water on this critical stretch of Bay frontage. In the interim, the Pier can, as suggested on pp. 95 of the draft, continue to be used for parking and periodic layberthing access.

What is needed now, and what the Draft should contain is an unequivocal statement that it is not the Port's intent to seek another mega development on that site, and that it is the Port's intent to tear it out, wholly or partially within the next decade.

Preliminary Recommendations, Next Steps (Summary pp.239et.seq.)

It would be redundant for me to comment on each of the "Recommendations and Next Steps" as summarized on pp. 239 et.seq. To the extent that staff is inclined to address any of my suggestions/comments in this letter, whatever changes might be made in the body of the draft should then be incorporated into the summary provided on pp. 239 etc.

Thank you for your attention,

Rudolf Nothenberg
Chief Administrative Officer, CCSF (Retired)

From: Albert, Peter
To: Oshima, Diane (PRT); Elliott, Tani (PRT)
Subject: FW: Comments submitted to the Port via their draft "Waterfront Land Use Plan" website
Date: Thursday, October 16, 2014 3:33:30 PM

Tani – here are the comments I submitted on-line, but here with typos corrected.

The WLUP looks great.

SFMTA is happy to support the Port in preparing its Waterfront Land Use Plan. The comments provided below are specifically intended to highlight and strengthen references and policy relationships where the Port and SFMTA are already engaged in a strategic and constructive cooperative effort

.

- **Exec Summary: "Transportation" (page 26)**

Recommend clarifying statements in first paragraph as follows: replace "commuting" with the word "transit" to list of "transportation solutions to foster," and explicitly clarify it is "automobile capacity" that "Most other Port projects do not have..." and whose constraints the "Warriors project for Piers 30-32 demonstrated..."

We trust the Port agrees and recognizes there is indeed much transit, pedestrian and bicycle capacity along the Embarcadero that we should highlight and optimize.

- **Environmental Protection & Sustainability: "Climate Action Plan" (page 170)**

Add to the last sentence under this heading: "...and is also complemented by the Port's support for sustainable alternative transportation that further reduce vehicle emissions."

- **Transportation (page 179): add a fourth bullet as follows:**

"On-going support for the SFMTA's Waterfront Transportation Assessment that reviews all Port transportation needs and guides future transportation investments in closer coordination with development projects"

- **Unique Development Opportunities: "34th America's Cup" -- page 219, clarify after mentioning "the People Plan" in parenthesis: "(the Transportation Plan for the event)"**

Under "Lessons Learned" -- page 221, add before last bullet:

"- Working in advance with the community stakeholders, the appropriate city and regional agencies and with strategic marketing has proven, through the 'People Plan' example, that the transportation needs for large special events can be accommodated effectively, with results that meet or exceed the sustainability targets set by the Port."

- **Unique Development Opportunities: "Development Projects in Progress" (overview --**

page 227): add after the last sentence in the first paragraph:

"The Port and the SFMTA recognize the value of strategic transportation planning provided by the Waterfront Transportation Assessment in projecting and accommodating the transportation investments that will address and are possibly integrated within these projects."

Peter Albert
Manager, SFMTA Urban Planning Initiatives
SF Municipal Transportation Agency
1 South Van Ness Ave, Seventh Floor
San Francisco, CA 94103
☎ 415.701.4328
415.701.4735
peter.albert@sfmta.com

From: Lawrence Stokus
To: [Dist. Tan (F&T)]
Subject: Fwd: Part 1 of 2: The Lucas Museum and a Grand New Public Waterfront in South Beach
Date: Thursday, November 13, 2014 12:35:54 AM

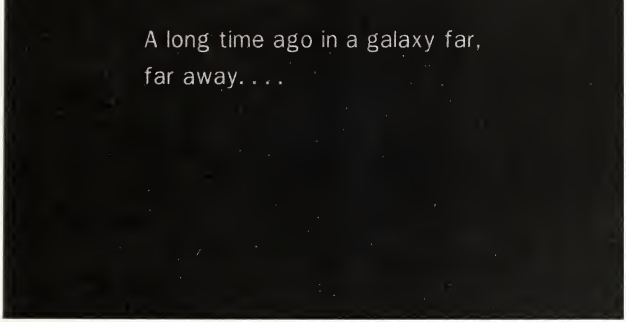
Ms. Moyer, Mr. Benson & Ms. Oshima have already seen this proposal. It is a good example of the type of development that the public would like to see on the eastern shore of San Francisco.

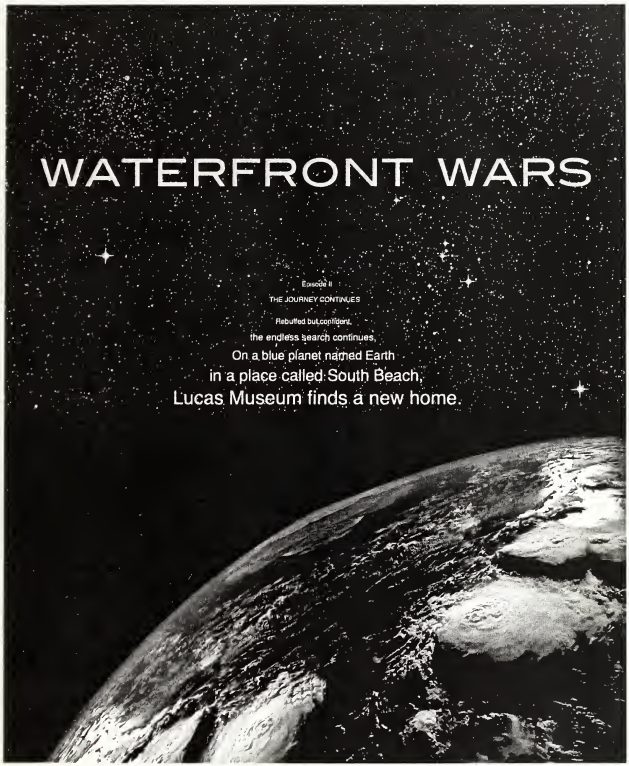
Begin forwarded message:

From Lawrence Stokus <lvstokus@att.net>
Subject **Part 1 of 2 The Lucas Museum and a Grand New Public Waterfront in South Beach**
Date May 11, 2014 at 2:12:03 PM PDT
To SaveTheSanFranciscoWaterfront@yahoogroups.com

Feel free to forward this email
This email is best viewed on a large screen

Part 1 of 2: The Lucas Museum and a Grand New Public Waterfront in South Beach



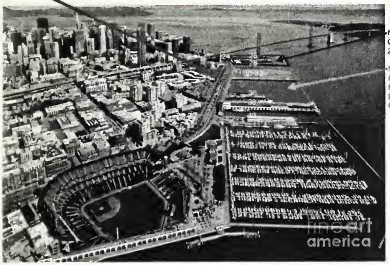


The Lucas Museum is - - -

WELCOME ON PLANET EARTH

And the perfect location is:

LOT 330 (Right across the Embarcadero from Pier 30-32)



A Guiding Light - - -



Recall the words of Daniel Burnham, architect of the 1909 Plan of Chicago, which produced Chicago's 28 miles of open waterfront:

"Make no little plans; they have no magic to stir men's blood and probably will themselves not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will not die."



A Private Lucas Museum on a Privately Owned Lot 330

Lucas Museum would purchase Lot 330 from the City at fair market value, thus converting it to private land (just like the Warriors project). Then the private Lucas Museum would be built on Lot 330 directly across the Embarcadero from Pier 30-32.

It would be much more than a "Star Wars" museum. Read about it at the link below:

Link:

http://www.lucasculturalartsmuseum.org

The Short Version: Imagine a museum that is a living museum, a teaching museum. To teach, especially young people, about creativity and ideas. And George Lucas says: I will make learning both easy and fun for you. I will teach you through images and great art.



A Grand New Publicly Owned Aquatic Park & Open Space on the South Beach Waterfront Surrounding the Private Lucas Museum

The fair market sales proceeds from the sale of Lot 330, in today's market, would equal or exceed the cost of completely demolishing Pier 30-32. This would mean that the decrepit Pier 30-32 would be completely demolished.

There is an approximately ten year wait list for small water craft boat slips in South Beach Harbor. The average boat slip rent is approximately $400/ month. It has been suggested to demolish Piers 26 & 28 at the same time Pier 30-32 is demolished to make way for a major new small water craft marina at the Pier 26 & 28 site. Some of the current tenants of Piers 26 & 28 could be incorporated into the new park.

With a tremendous under supply of boat slips available for rental and the tremendous rental revenues that can be realized, the Port is in an excellent position to demolish Piers 26 & 28.

And maybe, if we get lucky, George Lucas would be willing to use his skills and experience and work with the public, the City and the Port to design an entirely new publicly owned South Beach waterfront which integrates with and surrounds his private museum. This would mean that Lot 330, the Pier 30-32 site and the Piers 26, 28 & 38 sites would have a totally integrated design.

Imagine a video flyover of the master plan produced by the Lucas group.

It would create a grand new public park and open space on the east shore of San Francisco akin to the Marina Green/ Aquatic Park open space on the north shore. The open space on each shore would have a dramatic view of an iconic bridge (the Golden Gate Bridge or the Bay Bridge).

It would be a place where children, tourists, city inhabitants and neighbors can relax, exercise, get involved in land and water sports, and incorporate nature and fresh ideas into their lives.

Take 1.5 minutes to watch the video linked below to see how Portland, Oregon is thinking about their future waterfront.

Video Link (1.5 minutes):

http://vimeo.com/61930980



Walking 1/4 of a mile out into the beauty of the Bay on a long narrow pier until the blue of the sky merges with the blue of the water and the horizon fades into the fog.



Hmmm - - -

SKYWALKER PARK

Just a thought.



On the San Francisco waterfront , some of the land along the shore and the land under the water and the use of the water itself is regulated by public trust law. That is because that land and water is owned by the public. Use of that public land and water is reserved for primary maritime uses, but some secondary ancillary non-maritime uses are allowed.

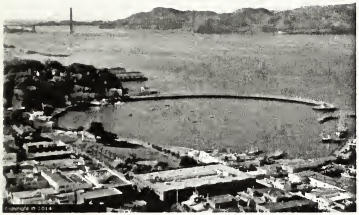
Below are some of the primary maritime and secondary ancillary non-maritime uses that the public have suggested for the Piers 38, 30-32, 28 & 26 sites.

Suggested by the Public: Primary Maritime Uses - - -

1. Aquatic Park & Open Space:

An aquatic park is a maritime use by definition. Low maintenance. No grass to maintain. Lots of open space and panoramic views.

Example: Aquatic Park on San Francisco's North Shore - - -



The South Park aquatic park could be something like shown in the schematic diagram below.

For direct comparison, the schematic diagram has been superimposed over a rendering of the development at Pier 30-32 that was proposed by the Warriors.

Note, the Lucas Museum would be located on Lot 330 across the Embarcadero from Pier 30-32.

Double click to enlarge picture - -



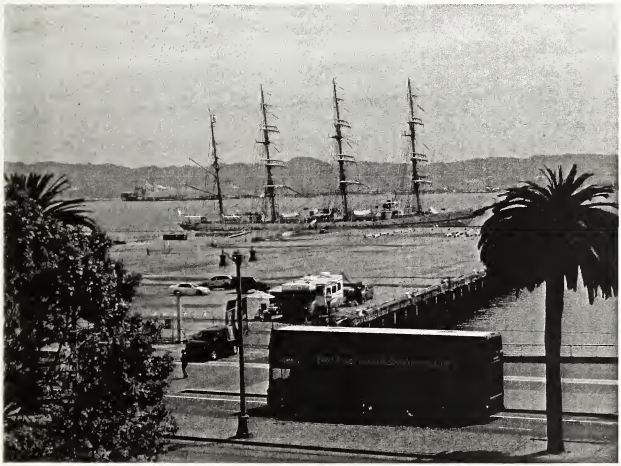
2. Berthing for Ocean Going Ships From All Over the World:

Note the Pier 30-32 berth is unique in that it is parallel to the Embarcadero. This means children, tourists, city inhabitants and neighbors can see the entire length of the ship.

US Navy Ship Berthed at Pier 30-32 - - -



Japanese Training Ship, Kaiwo Maru Berthed at Pier 30-32 - - -



Cruise Ship, Norwegian Pearl Berthed at Pier 30-32 During America's Cup - - -



National Oceanic and Atmospheric Administration (NOAA) Ship Berthed at Pier 30-32 - - -



Historic Ocean Going Ships, Example at Aquatic Park on San Francisco's North Shore - - -



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3. Small Water Craft:

Sail and Motor Boats at Pier 30-32 - - -



Kayaks - - -



Dragon Boat Races - - -



Small Water Craft Marina & Dockage for Daytime Visitors - - -



And mix into the new Pier 26/28 marina some boat accessible restaurants (Like the Bluewater Grill in Newport Beach). Would be good for the downtown lunchtime crowd too - - -



Lawrence V. Stokus
May 11, 2014

End of Part 1 of 2

From: Lawrence Stokus
To: Ekett, Tara (PDT)
Subject: Fwd: Part 2 of 2 The Lucas Museum and a Grand New Public Waterfront in South Beach
Date: Thursday, November 13, 2014 12:38:07 AM

Ms. Moyer, Mr. Benson & Ms. Oshima have already seen this proposal. It is a good example of the type of development that the public would like to see on the eastern shore of San Francisco.

Begin forwarded message:

From Lawrence Stokus <lvstokus@att.net>
Subject Part 2 of 2 The Lucas Museum and a Grand New Public Waterfront in South Beach
Date May 11, 2014 at 2:24:54 PM PDT
To SaveTheSanFranciscoWaterfront@yahoogroups.com

Feel free to forward this email
This email is best viewed on a large screen

Part 2 of 2: The Lucas Museum and a Grand New Public Waterfront in South Beach

4. Other Suggested Maritime Uses:

Pocket Sized Sandy Beach, Example at Aquatic Park on the North Shore - - -



Water Festivals - - -



Floating Botanical Gardens - - -





Fireboats: Move Berth to Pier 38 - - -



Water Taxi: Berth on Pier 38 - - -

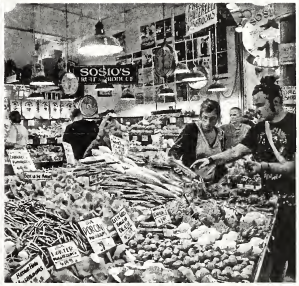


Suggested by the Public: Secondary Ancillary Non-Maritime Uses - - -

Farmers Market (Like in Seattle, Washington) on Pier 38 - - -







And mix some restaurants with water views into the farmers market (like they do up in Seattle) - - -





Grassy Surfaces & Hard Surfaces for Exercise, Sports and Play - - -





Run, Bike - - -





Observe the Wildlife - - -





Low key, low rise commercial development on a new lightweight pier out into the Bay (**NOT** a Fisherman's Wharf). One story near the shore rising to two story out in the Bay at a maritime village (so that public views are not blocked).

The primary emphasis needs to be on the Bay and the natural environment. The commercial development aspect should not be emphasized as it is at Fisherman's Wharf or as the Warriors proposed in their project.

The idea is to draw people out of the urban density of the city and onto the Bay so that they can partake in the natural beauty, learn about the Bay and the natural environment, and refresh their spirits.

That is what San Francisco is world famous for: Being able to stand with the dense urban fabric at your back as you look out over the open public waterfront to the raw beauty of the Bay.

And accessible for free by any member of the public.

Chora, Mykonos in Greece - - -



Relax - - -



Stroll Along the Water - —



Community Center - - -



Recreation Center - - -



And don't forget a children's playground, some picnic tables, a small outdoor stage (with ramp access), and some great art. And maybe a concrete whale's head coming out of the bay water to remind us that we live by a beautiful bay full of sea creatures - - -



Ribbon Cutting Day (7/17/13) on the New Brannan Street Wharf (adjacent to Pier 30-32) - - -



To the Port & the City of San Francisco - - -

The Port's mantra is: "We need money". And the Port does need money. But for what purpose?

San Francisco is no longer a major port city. The money is needed mainly to demolish the Port's decrepit piers or in a few cases to repair piers that are worth saving for some purpose (if the Port can meet the stringent public trust law requirements).

The project presented above will demolish three, perhaps four decrepit piers (should be a contractor's discount for demolishing three piers all at one time). The project can be financed and will generate enough cash flow to support itself.

If the Port and the City commit to transforming the South Beach waterfront, Mr. Lucas may decide that Lot 330 is a good site for his museum. Maybe he will help us design an integrated project.

This is one of many open waterfront projects that the Port and the City can do over the next twenty years all the way down the east shore of San Francisco as it is redeveloped. Opening the entire east shore waterfront would be a real legacy for the Port and the City.

You would be building a city of functional neighborhoods not just office and residential structures and shopping malls. You would be opening the waterfront for access by children, tourists, city inhabitants and neighbors. And you would be less likely to have waterfront wars.

You can see what the public is saying to you:

There is more to life than working and living in a concrete cubicle with a high speed internet connection (like in the movie: "The Matrix"). Tourists come here to see how we live. We do not want to disappoint them. The public does not want San Francisco to lose its maritime feel and heritage nor its connection to the Bay.

OPEN THE WATERFRONT.

Make the east shore look like - - - well - - - San Francisco. Get those creative juices flowing.

The public will work with you if you will work with them.



==========

cc: Lucas Museum
Port & City of San Francisco

Attachment:

Lawrence Stokus
To: Museum@SaywalkerRanch.com
Alternative Location for Lucas Cultural Arts Museum

Wednesday 10, 2013, 11:35 AM
Hide Details

Alternative Location for Lucas Cultural Arts Museum

I left a telephone message for you at your number 415/295-2585.

Our neighborhood group, Save the San Francisco Waterfront, has been actively opposing the construction of the Warriors Project (arena, corporate offices, retail, parking lot, condominium tower, two tower hotel) at Pier 30-32/ Lot 330 for over 1.5 years now. And we will continue to do so.

We read in the newspaper that the Lucas Cultural Arts Museum may not be built in the Presidio. We believe that building the museum on Lot 330 with its panoramic view of the city's newest icon, the Bay Bridge would be embraced by the neighborhood.

We would like to talk to you about that concept.

We will be sending you two additional emails (The Warriors Project: Footprint on the Bay, Parts 1 & 2) to give you some background on the Warriors project.

Thank you,

Lawrence Stokus
415/ 368-5411

Attachment:

Warriors Project - - -



Lawrence V. Stokus
May 11, 2014

End of Part 2 of 2

To: **Port of San Francisco Planning Staff**
From: Wells Whitney, board member of RENEW SF
Date: November 20, 2014
Subject: Comments on the **Waterfront Land Use Plan 1997 – 2014 Review**

RENEW SF is a neighborhood group advocating and working for improvements in the northeast sector and the waterfront areas of San Francisco. As individuals and as a group we have cooperated and worked with the Port on many of the projects reviewed in this report, such as: the Embarcadero improvement plan, the Cruise Terminal, the Exploratorium project, improvements to Fisherman's Wharf, various development projects on seawall lots, etc.

We have studied the Review Plan document and are impressed by the extent of the good changes that have taken place over the recent years. We believe that the Port has acquired an interesting and viable spectrum of uses and activities along the whole waterfront. It is a far better place today than in 1997.

While we recognize that there are far fewer development opportunities left along the entire waterfront presently, there are issues and things that still have to be addressed and dealt with, including sea level rise and continuing decaying infrastructure. We would like to see the Port continue to use the remaining land for a diverse set of uses in order to make it an even more interesting place for citizens to be in and use, including housing, entertainment, and pedestrian amenities. And of course the Port should continue to maximize the revenue generated by appropriate, well designed, interesting, and dense developments along the waterfront, projects such as the Pier 70 build out, the hotel/Theater Zinzanni proposed project, and a revised 8 Washington project.

Transportation improvements of all kinds, particularly public transit, will have to continue to be made to accommodate the increased flow of people using the waterfront. There is already considerable open space. We are sure that historical preservation will continue to be one of the goals going forward. We recommend the continuing improvement of way finding in the area, consideration of water taxis or buses, and further rationalization of the various transportation modes along the Embarcadero

The best way to ensure wide and fair stakeholder input to future Port planning is to encourage an open and informative process, to engage stakeholders in reasonable and frequent group discussions, to convene semi-permanent groups such as CAC/CAG's on specific projects, and to help people understand the complete strategy of the overall plan as well as individual projects that they might have a narrower interest in.

We in RENEW SF are particularly interested in the Northeast Waterfront sector and are ready, willing and able to help the Port in any way that we can.

Sincerely yours – Wells Whitney for the Board of Directors of RENEW SF

From: Pierce, Karen (DPH)
To: Elliott, Tani (PRT)
Cc: Beaupre, David (PRT); Oshima, Diane (PRT)
Subject: Waterfront Land Use Plan comment
Date: Thursday, November 20, 2014 12:21:57 PM

I am co-chair of the Southern Waterfront Advisory Committee and want to be sure the opinions of the Committee are represented as it relates to the Land Use Plan.

We are committed to ensuring that the Southern Waterfront be dedicated to it's maritime history and current use. As a group, we want to express our support for continuing to use the Port property in the Southern Waterfront for industrial activities the both support access to blue collar jobs for residents and the maritime activities that support the success and development of the city as a whole.

The shoreline should be viewed first from the perspective of the maritime and industrial uses necessary for the city and recreational activities and access to land should be secondary in development. This in not to say that open space, recreation, and access to the shoreline are not important to us -- they are also priorities for the neighborhood. But, the maritime use of the Port is the priority and secondary priorities must yield to them.

Karen Goodson Pierce

From: Ron Miguel [redacted]
Sent: Thursday, November 20, 2014 3:00 PM
To: Oshima, Diane (PRT); Beaupre, David (PRT)
Subject: Waterfront Land Use Plan

Diane and David – Below is the comment I've submitted re the Port's Waterfront Land Use Plan.

I've reviewed the plan and find that it works as a basic outline and overview for the next several years. The one area which does not seem to be addressed in sufficient (or any) detail is the west side of the Embarcadero – both the port's properties there (seawall lots) and the street itself. Without moving on this the Port will fail to tie itself into those areas of the city which are experiencing growth and change. The opportunity to truly use the Embarcadero as the complete boulevard it should be will be lost without moving now on the problems both north and south of the Ferry Building.

Ron Miguel
[redacted]

From: jan blum
To: Elliott, Tani (PRT)
Subject: Waterfront Land Use Plan
Date: Friday, November 21, 2014 8:33:21 PM

To Whom It May Concern:

I am a resident of Russian Hill. I support the premise that the views of the waterfront and of the San Francisco Bay are one of the most treasured and inspirational features for both residents and tourist alike. The waterfront needs to be visible, accessible and open without obstruction and it needs to be focused on recreational opportunities for the people in support of the Public Trust governing the Port lands.

Just as the views to the Waterfront and the San Francisco Bay should be expansive and widely accessible, the views from the waterfront to, for instance, Telegraph Hill, should be clear and unobstructed. In an ever increasingly dense San Francisco, the "lungs" of the City are a vital component of quality of life, visually, aesthetically and in terms of a healthy circulation of copious amounts of fresh air off the Bay.

I support the low impact, easily achievable, financially prudent, recreational and green open space plans as presented via ***The Community Vision for San Francisco's Northeast Waterfront.***
http://www.allardyce.com/admin/listings/pdf/prop_stmt_22.pdf. The Community Vision has already been agreed upon by the Community and would encounter the absolute minimal amount of resistance (San Francisco will never be free of counter opinions). The Community Vision respects the views, and enhances opportunities for open space; it greens the Embarcadero which it sorely needs, in a way that is compatible with the neighborhood and with the utilitarian aspects of the Embarcadero. It makes the Embarcadero and Northeast Waterfront a more pedestrian and bike friendly area, and focuses on recreational enjoyment.

I look forward to seeing the Community Vision implemented for the Embarcadero.

Thank you.
Jan Blum
[redacted]

From: Oshima, Diane (PRT)
To: Elliott, Tani (PRT)
Subject: FW: REVISED ENDING-Re: Port of SF-Ferry Building-"Improving transit access & transfer"-white loading zone
Date: Friday, November 21, 2014 1:02:53 PM

Diane

Diane Oshima
Assistant Director, Waterfront Planning
Port of San Francisco
Pier 1
San Francisco, CA 94111
415.274.0553

From: Frances Gorman [redacted]
Sent: Friday, November 21, 2014 12:27 PM
To: Oshima, Diane (PRT)
Cc: Pagan, Lisa; Ferris Suer
Subject: REVISED ENDING-Re: Port of SF-Ferry Building-"Improving transit access & transfer"-white loading zone

Dear Diane:

Please excuse the abrupt ending to this email. It was sent prematurely.

I and my colleagues at SFTGG look forward to working collectively with the Port and SFMTA and OEWD to resolve this extremely challenging issue.

All the Best,

Frances Gorman, Chair
SFTGG Ad Hoc Committee on Transportation
Certified Guide, San Francisco Tour Guide Guild

On Fri, Nov 21, 2014 at 12:22 PM, Frances Gorman [redacted] wrote:
Good afternoon, Diane:

It was a pleasure chatting with you last night at the Embarcadero Enhancement Workshop, as I had been meaning to introduce myself at the previous ones.

Background
I am an independent tour guide. Among other roles, I am hired as a guide on privately charter group tour vehicles and take groups on customized City Tours and/or to specific sites in San Francisco (Alcatraz, Ferry Building, Pier 39, et cetera.) These are not the "per capita" hop-on, hop-off public vehicles, operated daily, on a set schedule, regardless of the number of passengers (if any), open to the general public.

I am a member of The San Francisco Tour Guide Guild (SFTGG), a nonprofit association of individuals dedicated to promoting and maintaining a high degree of excellence, integrity, and professionalism within the tour and travel industry. We have over 250 members, including professional tour guides, travel directors, transportation specialists, and both business and individual Friends of the Guild.
The majority of our members use some type of vehicle, primarily full-size tour coaches or mini-coaches, to show countless visitors around San Francisco.

I am founding Chair of the SFTGG Ad Hoc Committee on Transportation. Please see my most recent Report #12, November 17, 2014, covering the numerous issues which affect our SFTGG members, such as the Embarcadero Enhancement Project.

For the past 2 years, our committee has been developing partnerships with SFMTA, FWCBD, Pier 39, and all appropriate agencies/enties serving visitors to San Francisco. My colleague in this project, Ferris Suer, of Allied PRA Destination Management, representing the DMC Council, and I met with Port staff in April 2013. The attached report discusses this meeting.

Our Committee also is working with Lisa Pagan, of OEWD, regarding tour vehicle congestion throughout San Francisco.

Waterfront Land Use Plan (Review August 7, 2014)
After our conversation last night, I reviewed the Port website, specifically for the status of the Ferry Building white zone we discussed.
SFTGG believes it is an economic necessity for San Francisco to provide for loading/unloading fpr pre-formed groups in privately charterd vehicles, patronizing the vendors at the Ferry Building and the Golden Gate Ferry.
For example, we bring groups to the Ferry Building and/or to the Golden Gate Ferry to/from Sausalito, of 40-50 people per vehicle. Currently, when using the Golden Gate Ferry and/or accessing the Ferry Buidling Marketplace, we have no legal, safe loading zone.

Diane, our members fully appreciate the challenges the Port faces. The vendors must be able to operate, which requires supply vehicles. In your planning, and negotiations with your leasees, however, please note that public transporation does not work for pre-formed private tour and convention groups, with their own chartered vehicles. Many of these groups are clients of the DMC's (destination management groups) that handle their group events and tours. I am copying Ferris Suer on this email. He can outline the economic importance of his clients.

In reviewing the Port web site, and your planning documents, I noted the following under "Recommendations" in Chapter 3, Waterfront Sub-Areas, Ferry Building, Page 82+ of your August 7, 2014 Waterfront Land Use Plan Review.
Quote:
• Restore the Ferry Building Waterfront as a major transit center by improving transit access and transfers among water and land transportation modes.
• Provide efficiently planned parking and loading facilities to serve new activities in the area.
Unquote.

Frances Gorman
Travel Director
Certified Guide, San Francisco Tour Guide Guild

[redacted]

--
Frances Gorman
Travel Director
Certified Guide, San Francisco Tour Guide Guild
[redacted]

From: Alice Rogers
To: Elliott, Tani (PRT)
Subject: Waterfront Land Use Plan Review comments
Date: Sunday, November 23, 2014 5:54:28 PM

To: Executive Director, Monique Moyer and Deputy Director of Planning + Development, Byron Rhett

Re: Port of San Francisco Waterfront Land Use Plan (1997–2014) Review

Dear Monique Moyer and Byron Rhett,

I am writing to support and applaud the Port of San Francisco's efforts to present a comprehensive review of the agency's past 17 years of operations related to land use planning and development, and to launch a new conversation about the future with Port users, Port neighbors, engaged City-wide voters, advisory groups and the many City, State and regional agencies that share jurisdiction/policy-making over Port properties. In light of the 8 Washington and Height-limit initiatives, the Grand Jury Report, and the protracted but ultimately unsuccessful Warriors' development proposal, a re-examination of the Port's operating assumptions and guiding land use documents is timely, and needed.

As a 20-year neighbor of the Port, a resident active in many community and civic organizations including the Port's Piers 30/32 CAC, and a waterfront supporter with a 20-year 'pre-history' working on maritime issues in Sausalito, I am deeply invested in the health and well-being of our bay-front shoreline.

The following observations, comments and suggestions are offered in a spirit of partnership and an interest in collaborating with the full range of interested players to shape Port land use policy going forward.

The overarching objective of the current WLUP, to reunite San Francisco with its waterfront, has, to a significant degree, been accomplished, to the great credit of Port staff. In fact, it would seem that objective was surpassed as the San Francisco waterfront is now a regional, indeed international, magnet. It seems time to update the Port's objective to recognize rising challenges: preserving the waterfront's maritime legacy, rehabilitating the balance of its historic structures, guiding the restoration and upgrade of the failing waterfront infrastructure, and continuing to enrich the public realm for the recreation, bay access and passive enjoyment of all who visit this unique shoreline band. As the role of stewardship eclipses the business of maritime development, it would make sense to further refine and re-prioritize the WLUP goals.

The environment the Port is operating in has changed.

Urban core issues now constrain the Port. San Francisco is FAR more densely populated today than in 1997, and its densest neighborhoods abut Port property. Thousands more residents are still to come. These neighborhoods—my neighborhood!--are also the most under-served in terms of open space and recreational opportunities and so are more dependent than most on the visual and recreational access the bay shoreline provides. And in Rincon/South Beach, the health-threatening air quality relies on bay air circulation as a much-needed release

valve. Just as Frederick Law Olmstead proclaimed Central Park the lungs of New York, our shoreline serves this same function.

This demographic change alone shifts—or should shift—land use planning considerably.

- Traffic and pedestrian congestion, relatively narrow arterial streets, commuter-critical transit lines, and evening noise and light restrictions all constrain industrial, maritime, and regional event-based business uses, as well as large scale developments.

- The overlay impact of the Giants' crowds exacerbates peak congestion throughout the neighborhoods abutting significant sections of Port property 8 months of the year, and the quality of life impacts have not been properly mitigated by either the Giants or the City. And event-based congestion will be further intensified when the Warriors event arena opens. These event-driven venues have significant ramifications that must be considered in any Port land use updates, as well as when considering adding event production to the Port's commercial portfolio.

- The lack of open space, recreational areas and light and clean air in the now dense urban core that borders the shoreline increases the demand on the Port to provide these necessities.

- The dense neighborhoods adjacent to Port properties are, in large measure, a response to regional growth management planning, and need to be recognized as regional population hubs. As such, supporting their needs should be considered regional-, not simply neighborhood-, serving, and BCDC constraints on neighborhood-serviing uses on Port properties should be revisited.

- The development, density and congestion fatigue now being expressed by those participating in the Port's public hearings (and the voters!), plus the decades-behind state of transportation infrastructure suggests a near- to medium-term pause in new development proposals, until a livable equilibrium is within sight.

The Port's relationship to the maritime industry has changed. The Port has been a champion of its maritime heritage, but the modest type and amount of maritime function the Port can now—and in the future--physically accommodate makes this a valued legacy use, but not a financial driver. Where self-supporting and functionally viable, maritime use should be be encouraged, but should not be used as a veneer for principally non-trust developments.

- The most significant new maritime pier development, the new cruise ship terminal, is a money-loser and a drain on the Port's already strained financials. Even with a projected 84 ship bookings in 2015, 67 concerts, conventions or special events are said to be needed for the Port to turn a modest profit. This begs public discussion on the neighborhood-impact-cost of subsidizing maritime use on public trust property with privatized events.

- The weight of supporting itself as an Enterprise Agency has shifted to the Port's real estate assets and commercial property management, and is at variance with its founding mission, as well as incompatible with the constraints noted above. Discussions need to begin on restructuring the financial arm of the Port.

- The Port's maritime architectural legacy is a historical resource, so prioritizing bulkhead preservation and restoration becomes ascendant as a Port focus.

- The now-failing Port infrastructure—its seawall, its bulkhead buildings and marginal wharfs, and the piers that remain serviceable—needs to be recognized as a shared responsibility of the City, State and Federal government, given its importance in protecting the City's larger infrastructure and the economic role San Francisco plays in the national economy. A restoration action plan with the broadest governmental funding sources is imperative to City safety.

The Port has new constituencies. Although the WLUP identifies sub-areas and characterizes them uniquely by architectural context and area plan uses, these are now actual neighborhoods with new residents and new perspectives. The people in the Barbary Coast, Rincon/South Beach, Mission Bay, Dogpatch and Bay View need to be incorporated into the Port's civic dialog related to development proposals. Port staff has recognized this and has recommended increased and substantively better outreach and engagement in its review document.

- The Port Advisory Groups offer valuable and knowledgeable insights and are serving the Port well. They could, however, be freshened up by adding some new residents to round out perspectives.

- The new neighborhood residents are finding their voice and need to be engaged by the port in a sophisticated way.
    - They need to be educated on the complexities under which the Port operates.
    - They need to understand and evaluate the financial framing of proposed projects, and participate in weighing costs/benefits.

- They need solid data against which they can review any proposal's infrastructure impact and feasible mitigations.
- And, because neighborhoods are never of one mind, they need a forum in which they can publicly sort and reconcile their differences, and so offer the Port meaningful direction.

The Port Planning staff's 11/19/14 update report to the Central Waterfront Advisory Group seemed to recognize the significantly diminished development potential on many Port sites and, implicitly, the Port's rising role as lead agency in maritime historic preservation and infrastructure restoration and upgrade. More specifically (as it relates to my neighborhood), the engineering, economic and regulatory challenges noted for all the piers in the South Beach sub-area would seem to take them off the table for future development and shift the planning discussion toward the most cost-efficient removal strategy. I strongly endorse this view.

The report is an excellent prototype for the breadth of information it presents succinctly, and for framing the public conversation ahead. Our Rincon/South Beach/South Park/Mission Bay neighborhoods are ready to engage!

In closing, I think the Port has proven itself to be an incredible visionary and steward for both our maritime legacy and the waterfront public realm, and has set inspiringly high standards. I look forward to more of the same. On the remaining historical restoration projects and the few developable parcels, I anticipate a new level of engagement and hope it will build on the models set by Forest City/Pier 70, the Blue Greenway, Crane Cove Park, and the workshops and outreach done to date by the Mission Rock team.

Sincerely,

Alice Rogers
(An Officer of, but not speaking for, the South Beach|Rincon|Mission Bay Neighborhood Association)

Alice Rogers
[redacted]

November 25, 2014

BARBARY COAST NEIGHBORHOOD ASSOCIATION

640 Davis St / # 28
San Francisco, CA
94111

E-MAIL:
info@BarbaryNeighbors.org

Website:
www.BarbaryNeighbors.org

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Port of San Francisco

Re: Waterfront Land Use Plan Review

Greetings:
On behalf of the Barbary Coast Neighborhood Association, this letter forwards our comments on the Port's draft Waterfront Land Use Plan Review. We appreciate the opportunity to comment on the draft report, which represents a positive first step toward encouraging a better dialogue on the future of the City's waterfront.

Sincerely,

Bob

Bob Harrer
President

Comments on Waterfront Land Use Plan Review
Barbary Coast Neighborhood Association
November 25, 2014

- Several recommendations call for review and consultation with the North East Waterfront Advisory Group (NEWAG). We support having a strong advisory group process with regular meetings. A key problem we have observed is the lack of consistent follow-up on neighborhood concerns. While the community receives valuable information regarding the Port's activities and projects, there doesn't seem to be any process for seriously considering neighborhood concerns. There is typically no feedback as to what happens after concerns have been expressed in the advisory group meetings. One perceives that the Port has frequently made its final decisions on many major projects before really presenting them in public. We would suggest more joint working groups (with joint Port and community members) be established to work through issues on larger projects before final decisions are made.
- The Northeast Waterfront would benefit from having a credible land-use plan that is recognized by the agencies and the community. We strongly support the document prepared by the Asian Neighborhood Design (AND) group and the community. Consequently, we would support an effort to bridge the gap with the city on that issue. We would support more sub-area planning using the AND study as the starting point.
- The report mentions the proposed project on SWL 322-1. We continue to urge the Port to seriously consider the neighborhood's concerns and find a way to develop a project for moderate-income (and senior) households at SWL 322-1. The middle class is shrinking precipitously in the City. The greatest shortfall in new housing in the City is for moderate-income households. And low-income households are already served by the other two nearby developments on Broadway. It is also important that any development on this site activate the street-level environment. Thus, the development should be a mixed-use project with the ground floor used for retail and possibly some community purposes.
- The report discusses development on SWL 351. We support preservation of open recreational space and the recommendations developed by the Asian Neighborhood Design (AND) group and community participants involving "recreation...bicycle...transit and youth-oriented activities that would complement the existing Bay Club at The Gateway...."
- Page 241: We have a number of questions regarding speeding up development proposals using a programmatic EIR. This topic needs much more discussion so that all the implications are understood.
- We strongly support the recommendation on page 242 expressing support for funding the E-Line and other connections along the waterfront. In addition, we urge restoring the former routing of the 10/12 Muni lines along the waterfront via Sansome Street.
- We are puzzled and concerned by the language on page 243 concerning dialogue with the Planning Dept. while specifically excluding the public from processes related to the heights along the waterfront. We don't understand the intentions here and, consequently, would not support this recommendation until we receive some clarification.
- Page 246, Chapter 3 NE Sub-Area section, Recommendation 2: For subarea planning to be effective, the Port and neighborhood groups in the NE Waterfront should consider setting aside the history of conflict over Port development and avoid prejudging each other's intentions.

- Does the Port have recommendations about how mutual trust would be regained or processes for 'setting aside the history of conflict'?

- Page 246, Chapter 3 NE Sub-Area section, Recommendation 3: NE Waterfront Planning should examine methods to further entitle mixed use development opportunity sites... so Port projects can be delivered more quickly and efficiently.
  - What do they consider to be mixed use? And which sites in the NE Waterfront are considered opportunity sites for mixed use development?
- Page 247, Chapter 3 NE Sub-Area section, Recommendation 6: Port staff should consult with the NEWAG about whether a boutique hotel is still appropriate for SWL 324...as originally envisioned in the WLUP.
  - Does the Teatro Zinzanni plan with a small hotel meet these criteria?
- Page 247, Chapter 3 NE Sub-Area section, Recommendation 8: Consult with NEWAG regarding potential uses of SWL 323, 321 and 314 which are currently parking lots.
  - Is there a parking plan for the NE Sub-Area? What are the existing parking commitments to the Cruise Terminal, the Exploratorium, etc? How to balance needs for parking and other land uses?
- We note the Waterfront Plan has allowed the notable developments involving the Ferry Building complex and Pier 27, which are a brilliant use of the old piers that some can remember from the 1950s. There is also some interest in the plans for Pier 70 where we expect the same quality of historic renovation.
  - The Port is now home to two of the City's National Register Historic Districts: the Embarcadero Historic District, recognizing the seawall, the marginal wharf and the Port's finger piers, and the Union Iron Works Historic District at Pier 70, representing the history of ship repair in San Francisco and the Victorian, WWI and WWII-era industrial buildings that were constructed to support it. These listings on the National Register of Historic Places have enabled Port projects to obtain federal historic tax credits for up to 20% of eligible project costs – the earliest and most significant source of public subsidy to improve the Port, contributing to important early successes such as the Ferry Building,
  - Port staff will consult with SFMTA staff regarding studies and conceptual plans to seismically strengthen the City's seawall.

From: Nicole Yelich
To: Elliott, Tani (PRT)
Subject: Fwd: Fisherman"s Wharf Restaurant Association feedback - Waterfront Land Use Plan Review
Date: Tuesday, November 25, 2014 2:14:09 PM
Attachments: Wharf-Embarcadero transportation and parking.pdf

Hi Tani -

I represent the Fisherman's Wharf Restaurant Association and attended the series of meetings that led to the creation of the draft waterfront land use plan.

For your reference, the leadership of the FWRA is:
Lou Giraudo - Boudin Bakery
Nunzio Alioto - Alitoto's
Dante Serafini - Francsican

The following restaurants are also members of the FWRA:
Capurro's
Castagnola's
Crab Station
Fisherman's Grotto #9
Guardino's
Nick's Lighthouse
Pompei's Grotto
Sabella & La Torre
Tarantino's

Our feedback is below. Let me know if you have any questions or need anything else from us.

Open space

We understand the Pier 43 Bay Trail Promenade counts as public open space in the Wharf, per the Port and BCDC guidelines. As there is no more available space to create additional plazas in the Wharf , we support the idea of improved wayfaring signs along the existing public walkway through the docks and J Wharves behind the restaurants.

The larger working group agreed that this walkway is not well marked and many visitors do not know it's there, and often wander into places they shouldn't during active crabbing season, for instance. This would also help give visitors a better sense of the history of the Wharf.

Transportation

We support improved public transportation and the addition of the E line which has been proposed to take visitors from Caltrain/Ballpark down to the Wharf. We urge better coordination of traffic signals along the Embarcadero, especially during peak traffic periods - morning/evening commute and special events.

We are also opposed to removing a vehicle lane which will significantly increase the already overly-congested Embarcadero. Please see the attached document which outlines the transportation and parking needs at the Wharf that support our position.

--

Nicole Yelich
Vice President
Ground Floor Public Affairs
[redacted]

Transportation, Parking and Information

Fisherman's WHARF SAN FRANCISCO

How do people arrive at the wharf?

	2014	2010	2006
Walked	28.9%	20%	18.6%
Automobile	27.3%	21.5%	24.5%
Bus	12.5%	9.6%	10.8%
Cable Car	8.6%	20.2%	19.5%
Street Car	7.2%	8.1%	8.9%
Taxi	3.9%	7.4%	5.7%
Ferry/boat	3.9%	3.0%	2.6%
Other	3.0%	0.8%	1.7%
Tour Bus	2.0%	2.7%	2.1%
Bicycle	2.0%	1.0%	---
Staying here	0.7%	5.7%	5.2%

Parking

*There are over 6000 parkingspaces in 11 parking garages/lots at Fisherman's Wharft that generate $14.2 million in parking revenue tax for the city.

On weekends the lots tend to fill up by noon. This means that thousands of cars are accessing the Embarcadero between 10:30 - noon

Jefferson Street Improvements

18 of the 33 businesses on the two revamped blocks of Jefferson Streetwhere parking was removedwere tracked from July - November of 2013; the first Summer and Fall season after the new street opened. When comparing gross sales to the same period in 2012, businesses were up month over month, on average, between 10% - 21%, when compared to the same month of the previous year. (1.5 million in gross sales)

Fisherman's Wharf Parking Lot

2012 233,126 cars
2013 252,968 cars

This averages 700 cars per day

PIER 39 Intntercept Survey

35.9% of visitors to PIER 39 arrived by car
24.4% arrived by public transit (F Line/Cable Car/MUNI bus/ferry)
22.2% walked
8.3% arrived by tour bus
8.8% arrived by other methods (taxi etc.)
0.6% arrived by bicycle

PIER 39 Garage has 980 spaces.

39% of the 12 million people that visit FW are from the Bay Area. The top feeder markets are Oakland, San Jose, Sacramento, Stockton & Modesto.

* These are only the lots within the the FWCBD boundaries and does not take into account the Port's lots along the Embarcadero from Pier 1 to Pier 33

Louise H. Renne
[redacted]

November 26, 2014

President Leslie Katz and Commissioners
Monique Moyer
Executive Director
Port of San Francisco, Pier 1
San Francisco, CA 94111

Re: Comments on Draft Waterfront Land Use Plan, Review

Dear President Katz, Commissioners and Ms. Moyer:

I write to comment on the Draft Waterfront Land Use Plan ("Plan") issued by the Port on August 11, 2014. However, before doing so, I want to express my wholehearted endorsement of the comments submitted by Rudolf Nothenberg and Jon Golinger. I believe that they have identified many of the inadequacies of the Plan and have presented positive solutions for those inadequacies; I wish to have their comments included in this letter by reference without repeating them in this letter.

The principal failings of the Plan can be summarized as follows: (1) The Plan's total lack of vison as to the role of the Waterfront as a part of the City as a whole; (2) the Plan assumes that the Port must convert any development on Port property into a profitable revenue stream without regard to any adverse consequences such development might have on the people's use and enjoyment of the waterfront; and (3) the Plan ignores completely the message delivered by the voters when they overwhelmingly rejected the 8 Washington project and equally overwhelmingly voted in favor of Proposition B in 2013. I will comment in an addendum as to (2) and (3) above so as not to distract from my principal concern that the Commission engage outside experts to assist in developing a plan.

The "silo" approach to planning for future development is unacceptable, but this is exactly what the Plan entails. There is no language in the Plan that articulates a vision reflecting an understanding that the waterfront is only one part of the fabric of the entire City, particularly an understanding and recognition of the "tsunami" of development that is presently taking place or planned for the areas adjacent to, or in near proximity to Port property. For example, how will the completion of the project presently under construction as well as the numerous others already approved or in the planning pipeline impact the congestion on the Embarcadero? Given that according to the Plan only approximately 10% of the property subject to the Port's control remains uncommitted, from the point of view of the peoples' access and use of the waterfront, wouldn't it be the best use of Port property that it remain either largely open space or projects that will minimize the growing density in the area? A truly visionary plan would take a "holistic" view of the Port property and its future use recognizing that it is only one part of the

greater City as a whole. I urge the Commission to bring aboard outside planning experts such as recognized landscape architects, waterfront planners and others with relevant skills and no political agenda, to make a "big picture" review of how best the Port properties can be utilized to provide and protect the San Francisco waterfront as an asset for future generations to come. Such an independent panel could assist in answering the question as to how decision makers, including input from the public, can arrive at decisions that will result in a waterfront of the future that provides maximum public benefit and enjoyment. It is my understanding that other places with the opportunity to maximize their urban waterfronts – New York, Chicago, Sweden, Rio de Janeiro – have engaged or are intending to engage some of the best thinkers available. Why not San Francisco?

I urge the Commission to go back to the drawing board, engage a panel of outside experts who will assist the Commission in creating a plan for the San Francisco waterfront which will be truly a vision of the waterfront and its role as a part of a greater San Francisco as we move forward in the 21st century. Just as the waterfront in the 20th Century transitioned from a commercial port to what it has become today after the destruction of the Embarcadero Freeway, we need a Plan for the remainder of the 21st Century that looks to how the waterfront will be utilized in the future, taking into account what is happening and will be happening with development within the City. Such a plan cannot be driven by a belief that the Port must be a revenue stream for the use of the Port Commission regardless of the other interests of the citizens. Rather such a plan must have as a driving goal the need to create a waterfront where all San Franciscans and our tourist guests can receive the maximum benefits from its use and enjoyment.

Sincerely,

Louise H. Renne

Louise H. Renne

Comments on (2) & (3) above.

The Plan's assumption that the Port's best use of its property is solely that use which maximizes the Port's revenue stream is unacceptable. Although a consideration of potential revenue streams for the Part may be one consideration, it cannot be the overriding factor when confronted with other public policy considerations. The Plan asserts that 11% are designated as "current projects.' One of the current projects supposedly under consideration is that of the developer of 8 Washington, a project that was soundly rejected by the voters. Why is that developer's project still considered a 'current" project in the Plan? Why shouldn't that property now be subject to the same type of long range planning and included in the long range vision of the Plan? Unfortunately, this has all too often been the Port's approach – a developer makes a proposal and the Port approves without any consideration as to its impact on the overall waterfront.

Particularly distressing is the language on pages 243 and 248 which seems to ignore the message that was sent by the voters in connection with 8 Washington and Proposition B. On page 243 the statement is made: "(F)inal decisions about waterfront heights presented to the voters should be made pursuant to a process that city staff and policymakers *control*" (Emphasis added.) I submit that the word "control" is a poor choice of words, but reflects the attitude of the Commission and its Staff. It is this attitude of the staff and the Planning Department – public be dammed – that made it necessary for the voters to pass Proposition B and reject 8 Washington. If the Port and the Planning Department are not prepared to accept public input into the planning process, we can anticipate that the voters will assert their interest at the ballot box. City Hall, the Commission and the developers ignore at their peril the interest of the people of San Francisco when it comes to how best to preserve and protect the waterfront.

On page 248 it is suggested that the public and staff should review and respond to and project changes for the development of SW 351 by San Francisco Partners. As noted above, it is difficult to understand why the Port continues to encourage this project, or any semblance of it. If it is due to what the Port believes is some contractual obligation, then I suggest that closer attention should be paid to contractual language which gives any developer such continuing rights after its project has been rejected by the voters.



www.NoWallOnTheWaterfront.com

November 26, 2014

President Leslie Katz and Commissioners
Port of San Francisco
Pier 1
San Francisco, CA 94111

Re: *Comments on Draft Review of Port of San Francisco Waterfront Land Use Plan, 1997-2014*

Dear President Katz,

In 1990, the people of San Francisco voted to approve Proposition H and require the Port of San Francisco to create, follow, and regularly update a comprehensive *Waterfront Land Use Plan* to guide the stewardship of San Francisco's unique and historic waterfront. Prior to this course correction by the voters, numerous San Francisco waterfront development projects were considered in a piecemeal fashion driven by developers and political objectives rather than public interest and comprehensive waterfront planning. This resulted in a series of failed waterfront development proposals and repeated clashes over out-of-scale and ill-conceived projects.

The voter-mandated *Waterfront Land Use Plan* was finalized after years of hard work by a combination of dedicated citizens, business leaders, and Port experts. After its adoption by the Board of Supervisors and Port Commission in 1997, the Waterfront Plan facilitated a renaissance along much of San Francisco's waterfront. The removal of the Embarcadero Freeway opened the door to new life for a restored Ferry Building. A beautiful baseball park approved by the voters has repeatedly shone a *Giant* national spotlight on our waterfront. Aging piers became the new home of the beloved Exploratorium educational and science center. And the opening of a new world class Cruise Terminal and a new waterfront park at Pier 27 created a new public space for all to enjoy.

Establish an Independent Waterfront Plan Task Force

Despite the positive achievements of the last two decades, the failure by the Port to comply with the voters' mandate in Proposition H that *"The 'Waterfront Land Use Plan" shall be reviewed by the agency which prepared it or by such other agency designated by the Board of Supervisors at a minimum of every five years, with a view toward making any necessary amendments consistent with this initiative,"* has resulted in a stale and outdated plan that in key places is so vague or overbroad as to provide no clear guidance at all. The Port has never engaged in a serious public effort to

comply with Prop. H's regular review requirement. The Port has never reconstituted the Waterfront Plan Advisory Board or engaged in any similar level of public engagement or outreach to review the *Waterfront Land Use Plan* in a credible or comprehensive way. Instead, the Port has only proposed and adopted limited amendments to the *Waterfront Land Use Plan* in order to facilitate specific projects.

The current "Draft Port of San Francisco Review of the Waterfront Land Use Plan" ("Draft Review") put forth by the Port is primarily a backwards-looking compilation of past activities rather than a deeply critical analysis or a clear vision for the future. Nevertheless, it is a first step towards now complying with the voters' requirement of a regular five-year review and update mandate of the *Waterfront Land Use Plan.* Going forward, we encourage the Port to take the next step by requesting that the San Francisco Board of Supervisors adopt an ordinance establishing an independent **Waterfront Plan Task Force** which would be comprised of 1 citizen representative appointed by the District Supervisor from each of the 11 Supervisorial Districts. It will be the Task Force's job to ensure that the *Waterfront Land Use Plan* is updated in a comprehensive fashion and to conduct a *Waterfront Land Use Plan* review and propose updates every five years going forward.

The Waterfront Land Use Plan Should Be Updated Comprehensively And All Waterfront Development Should Follow The Rules, Including So-Called "Unique Opportunities"

In 1990's Proposition H, the people of the City and County of San Francisco established as official city policy that: *"it is poor planning to approve waterfront land uses on an ad hoc basis, rather than as part of a comprehensive waterfront land use plan."* The entire premise of a comprehensive plan such as the *Waterfront Land Use Plan* is that it establishes a framework of rules that all stakeholders – city officials, citizen groups, labor, developers, and all other interested individuals – can read, understand, and have confidence will be followed. Some of the most controversial and failed waterfront development projects in recent years have been the direct result of attempts by either a developer or the Port to stretch the Waterfront Land Use Plan too far to fit a bad project (such as the failed Mills Corporation's Shopping Mall at Piers 27-31) or because the proposed projects were characterized as "unique opportunities" that somehow deserved special treatment, rule waivers, or legal exemptions even though they blatantly violated the *Waterfront Land Use Plan* (such as the failed Warriors stadium and luxury condo project at Piers 30-32).

The Draft Review articulates several recommendations and proposed new actions that would compound previous Port development failures instead of fixing them. First, the Draft Review proposes that sections of the *Waterfront Land Use Plan* be updated in a piecemeal "subarea" fashion that would simultaneously allow all current proposed development projects to proceed as-is while also enabling some future development proposals to be expedited and exempted from a full public discussion and review (*see* Draft Review, p. 241: "Waterfront neighborhood planning should examine methods to expedite local approval processes where there is public support for this strategy."; p. 244: "Development projects underway should continue while subarea planning discussions occur." "The South Beach and Northeast Waterfront neighborhoods are ready for additional, finer grain subarea planning."; p. 246: "Northeast Waterfront planning should examine methods to further entitle mixed use development opportunity sites and historic finger piers, so Port projects can be delivered more quickly and efficiently.")

Similarly, the Draft Review mistakenly proposes to create a parallel set of policies and rules to allow "unique opportunities that cannot be bid" to be exempted from the *Waterfront Land Use Plan* (*see* Draft Review, p. 240: "The Port Commission could develop a policy describing how these

unique, no-bid opportunities will be considered for Port property"). As the experience with the failed Warriors project at Piers 30-32 demonstrated, just because the Mayor and powerful interest groups decide they want to build something on the waterfront does not mean the Port should throw the *Waterfront Land Use Plan* out the window and write a whole new set of rules to accommodate that. If the Port creates a set of special rules for so-called "unique opportunities" as the Draft Review proposes, that will morph into the exception that becomes the rule as every developer will characterize their proposal as a "unique opportunity" requiring special exemptions. The rules will only work to shape our waterfront in a thoughtful and well-planned way if they apply to everybody.

The problem with Port development that has recently led to a series of high-profile failed developments and overwhelming citywide voter rejection of the Port's plans in three waterfront ballot measure votes in less than a year (the defeat of 8 Washington with the rejection of Prop. B and Prop. C in November 2013 and the requirement for voter approval of all waterfront height limit increases with the passage of Prop. B in June 2014) is not that the Port's development plans have moved too slowly but that they have been so dramatically disconnected from what the people of San Francisco actually want on to see on their waterfront. The Port should drop the Draft Review's proposals to create a new process that would enable piecemeal waterfront planning or would pursue ways to expedite projects by short-circuiting public review. Instead, the Port should devote time and resources to working with the community and the Board of Supervisors to establish an independent **Waterfront Plan Task Force** that could lead a comprehensive, credible, and regular review and update of the *Waterfront Land Use Plan*. Establishing trust in a process to regularly review and update the *Waterfront Land Use Plan* would go a long way towards enabling the Port to have faith that development projects that truly comply with the Plan will ultimately earn the support of the people and move forward to help make our spectacular waterfront even better.

Build On Success and Invite the People of San Francisco To Invest In Their Waterfront

As the Draft Review correctly notes, the voters of San Francisco were asked in 2008 and again in 2012 to make a direct financial investment in beautifying San Francisco's waterfront. San Francisco voters responded in an overwhelmingly positive way to that invitation by approving Parks Bonds that included millions of dollars to build new waterfront parks and open space along the Bay (*see* Draft Review, p. 240). This, along with the series of recent votes to reject poorly planned waterfront development and to approve a well-planned project (November 2014's Prop. F for Pier 70 passed with 72% of the vote) are a clear indication that the people of San Francisco view the waterfront as just as much a part of our city as Golden Gate Park, the cable cars, and Coit Tower.

With just 10% of Port land left for potential development according to the Draft Review, it is crystal clear that the Port will never be able to simply develop its way out of debt and into financial stability. The time is now ripe for the Port to move away from this short-term, development-driven budget approach and instead to engage directly with the people of the whole city of San Francisco to find permanent solutions to the Port's fiscal needs. We agree with the Draft Review's recommendation that "Port and City staff should continue to identify more public funding, including General Obligation funding, to deliver waterfront parks" and that the Port should engage the State Lands Commission to drop its prohibitions against recreation facilities on the waterfront, such as those which have been so successful in New York and other waterfronts (*see* Draft Review, p. 240).

We urge the Port to go further and ask the voters of San Francisco, as well as the visitors to our city and the many businesses and professionals who benefit from a beautiful and vibrant waterfront, to all participate in investing in the waterfront's future. The Port should pursue a

stand-alone **Waterfront Parks and Recreation Bond** in the next possible election to fund open space and active recreation to replace parking lots and aging piers along the waterfront. The Port should ask passengers on cruise ships entering the new Pier 27 cruise terminal and visitors to Fisherman's Wharf and the Giants ballpark to make donations to help beautify and preserve the piers and waterfront they have come from across California and around the world to enjoy. And the Port should engage the business community to develop a fund for waterfront restoration and preservation since the city's offices, shops, restaurants, and professionals all benefit from a San Francisco waterfront that is the envy of the world and available around the clock for all to enjoy.

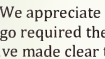
Refresh and Expand Waterfront Citizens Advisory Groups

Finally, we urge the Port to start fresh with its advisory groups. The Port should take immediate steps to turn its advisory groups into vehicles to earn the trust and participation of surrounding neighborhoods, businesses, and community groups rather than simply serving as the Port staff-driven "update" vehicles they have largely become with no actual say over what happens on the waterfront. It does not serve the Port's need to rebuild trust and credibility to continue to exclude interested citizen and neighborhood groups from serving on the Port's advisory groups while instead having Port appointees who represent no constituency in the area in which they serve simply act as "cheerleaders" for all Port actions, no matter how ill-conceived. We urge the Port to reconstitute its Citizens Advisory Groups to replace members who never attend meetings or do not represent an actual constituency in the area with those who will be actively engaged. The Port Commission should also enact a new policy that it will not proceed with a large-scale development project unless it has earned the affirmative support of the local Waterfront Citizens Advisory Group.

The Draft Review correctly notes that citywide citizen engagement in what happens on the waterfront is needed across San Francisco. The election results of the past year on waterfront ballot measures has shown that voters from every neighborhood in the city want to be a part of what happens on the waterfront, since it is a part of the city that belongs to all of us (*see* Draft Review, p. 244). The Port should establish a new citywide Citizens Advisory Group to serve as a vehicle for the engagement of neighborhoods across the city in what happens on our waterfront.

We appreciate the Port's first step towards complying with the will of the voters who 24 years ago required the Port to create a comprehensive *Waterfront Land Use Plan* and over the last year have made clear that serious changes are needed in the Port's recent approach to shaping San Francisco's waterfront. We hope you will consider the comments above and make the suggested changes in the Draft Review before finalizing it. Moreover, we sincerely hope that this is the first step towards moving forward with what people from every neighborhood in San Francisco have made clear time and time again: we only have one waterfront so let's take the time and get it right.

Sincerely,



Jon Golinger
No Wall on the Waterfront

WaterfrontVoteYes@gmail.com
www.NoWallonTheWaterfront.com

STATE OF CALIFORNIA

EDMUND G. BROWN JR., *Governor*

CALIFORNIA STATE LANDS COMMISSION
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Established in 1938

November 26, 2014

Monique Moyer, Executive Director
Port of San Francisco
Pier 1 The Embarcadero
San Francisco, CA 94111

RE: Port of San Francisco Waterfront Land Use Plan Review

Dear Director Moyer:

Staff of the California State Lands Commission (Commission) has reviewed the Port of San Francisco's (Port) 2014 Waterfront Land Use Plan Review (Review). Commission staff appreciates the opportunity to provide comments to the Port and, as always, appreciates the Port soliciting early involvement from the Commission.

The Commission is committed to continued collaboration and partnership with the Port to achieve the mutual goals of a vibrant waterfront consistent with the common law Public Trust Doctrine; one that is dynamic, accessible, and enjoyable for all the citizens of California. The Review recognizes the value of this partnership, recommending that the Port continue to engage Commission staff in discussions early in the process for any proposed development of Port property. Commission staff strongly supports this recommendation. We believe that early collaboration between the Port and Commission staff is essential to ensure that any proposed development or use includes amenities that connect the statewide public to the San Francisco waterfront, and that the use of the trust lands and assets is consistent with the principles of the Burton Act, the California Constitution, and the Public Trust.

The Review, in part, describes the successful collaboration and evolving partnership between the Port and the Commission over the last several decades. During this time, the Port has completed several landmark projects that have invigorated the region's waterfront and economy and provided new recreational opportunities that significantly enhance the relationship between the public and its waterfront, including AT&T Ballpark, the Ferry Building renovation, the Pier 1 Historic Rehabilitation Project, the Piers 1½ - 3 – 5 Historic Rehabilitation Project, the Exploratorium at Piers 15-17, and the developments at Candlestick/Hunters Point and Treasure Island. For each of these projects, the Port involved the Commission early in

the planning process. The open communication and strong relationship between the Port and the Commission allowed for the Commission to be actively involved in these projects to promote maximum public enjoyment of these lands and to ensure compliance with the Port's granting statutes and the Public Trust.

In these waterfront development projects, the Commission's specialized public trust expertise has been integral to increasing public trust uses within projects and ensuring that waterfront development benefits the statewide public consistent with the Burton Act and the Public Trust. In addition to contributing its unique knowledge about the history and application of the Public Trust Doctrine, Commission staff has facilitated projects by reviewing and approving appraisals and resolving complex title and boundary issues. There are several additional projects planned, such as the Pier 70 rehabilitation project. Commission staff looks forward to continuing its very successful relationship with the Port to facilitate these projects in a manner that promotes Public Trust values and principles along the San Francisco waterfront for the benefit of all California residents.

The Review includes a preliminary recommendation that Port staff continue efforts to negotiate a streamlined approval process with the Commission and the San Francisco Bay Conservation and Development Commission to allow historic pier rehabilitation projects with leases of up to 30 or 35 years if projects meet certain criteria. Commission staff would caution against adopting a one-size-fits-all approach. While we appreciate the challenges the Port faces with rehabilitating these historic piers and recognize that short-term interim leases may be beneficial to generate revenue from locations that would otherwise be vacant, because every project involves issues of unique complexity, it is extremely important that projects are evaluated by Commission staff on a case-by-case basis early in the process. We look forward to continuing to discuss this issue with your staff to find the appropriate balance between a streamlined approval process and ensuring that historic pier rehabilitation projects receive the appropriate review from Commission staff.

Thank you for the opportunity to comment and for the outstanding leadership you provide the Port. Commission staff is available to discuss if you have any questions.

Sincerely,

Sheri Pemberton
Chief, External Affairs
and Legislative Liaison

November 28, 2014

TO: Port of San Francisco
RE: Waterfront land Use Plan Review
ATTN: Diane Oshima & Tani Elliott

As Chair of Friends of Golden Gateway (FOGG) my comments on the WLUP will be limited to the SWL351 and its need for proper development.

FOGG represents a large group of neighbors, and San Francisco/Bay Area residents who are concerned in providing continued outdoor recreational space, and the proper development of SWL351.

SWL351, viewed from the Ferry Building is really the Gateway to the Embarcadero Northeast corridor It must be available to EVERYONE who visits or lives near the Bay. The lot must be maintained at low level heights to provide the views and step down concept from telegraph hill.

FOGG together with the Asian Neighborhood Design group and a good number of community leaders provided after a number of community workshops ***"A Community Vision For San Francisco's Northeast Waterfront."***

Within the Vision plan is the SWL351 proposal for a major bicycle/sports/transit center that would complement the nearby outdoor recreational center. We would include an indoor/outdoor café on the corner on Washington St. & the Embarcadero.

This proposal would be an enhancement for the west side of the Embarcadero, would be a complement to the Bay side, attract many more pedestrians and bicyclists to the growing waterfront. It preserves the views from the Bay to the hills, and will provide revenues to the Port.

There are a number of other major ideas for improving the Northeast Embarcadero corridor within the Vision Plan that should be seriously reviewed and discussed in updating the WLUP.

In closing we wish to ask as do many of the others who have written you their comments: Please listen to the many concerned citizens who wish to see the waterfront continue to improve both in design and availability for everyone.

The Port is the caretaker, but the waterfront belongs to all.

Sincerely,
Lee Radner
Chair, Friends of Golden Gateway [redacted]

Friends of Golden Gateway

From: Alec Bash
To: Elliott, Tani (PRT); Oshima, Diane (PRT)
Subject: WLUP 1997-2014 Review Comments
Date: Sunday, November 30, 2014 6:49:30 PM

Dear Diane Oshima and Tani Elliott,

The Waterfront Land Use Plan 1997-2014 Review certainly is a comprehensive assessment of land use improvements and changes within the Port of San Francisco's jurisdiction during the 17 years since the Waterfront Land Use Plan was adopted. The waterfront and its connections with the city have changed so much for the better during this time, with so much more yet still ahead. I've been very fortunate to both work at the Port, from 1997 to 2001, and to serve on its Northeast Waterfront Advisory Group, from 2001 to the present. This has given me great appreciation for both the accomplishments along the waterfront and the effort involved in pulling together all the information contained within this 1997-2014 review.

The report and its recommendations are quite thorough, and I have only a few suggestions.

Page 45: "The Port's local community waterfront advisory group discussions should be augmented with citywide outreach to inform important decisions about the Port. Port staff welcomes suggestions for how to provide access and a voice to those who do not attend planning workshops."

I suggest consulting with the San Francisco Planning Department re their experiences having a booth at many 'Sunday Streets' over the past couple years. Engage and solicit opinions from passersby, perhaps utilizing a waterfront model or other graphic showing the Port's jurisdiction and the land uses, areas of potential change, and other items of interest along the water. Advisory Group members might be willing to participate occasionally, along with staff.

Page 45: "The Port Commission should consider a clearly articulated process by which unique but highly desirable projects – which cannot be competitively bid – can be considered for available Port property."

I suggest developing and adopting criteria for the types of projects that might be eligible for such treatment, with procedures for amending criteria as necessary since not everything can be thought of in advance. Follow this with early public meetings (advisory group, community and Port Commission) on any such potentially highly desirable project, to obtain feedback on its desirability before proceeding.

Page 77: "Port staff recommends a subarea planning effort in the Northeast Waterfront to refresh the Waterfront Plan, if area stakeholders are open to such an effort. BCDC, State Lands and the Planning Department should be invited to participate so the planning effort balances state and local interests. Projects underway in the area, including re-tenanting of pier sheds vacated for the America's Cup, should continue to generate the revenue needed to rehabilitate these facilities."

I believe new planning effort for this subarea would be very beneficial, perhaps

proceeding in stages to develop good worknig relationships. A good place to start might be the Pier 27-29 Cruise Terminal area, with the large new plaza and vehicular and pedestrian circulation areas. Activating these areas in ways that are compatible with its surroundings across The Embarcadero, while providing the city with a new destination on its waterfront, should be a high priority. Also, I believe the BCDC Special Area Plan for the Northeast Waterfront still calls for removal of Pier 23's east end. This should be revisited and this historic structure fully preserved.

Page 77: "Port and City staff should continue to pursue public realm improvements to the west side of The Embarcadero to make both sides of The Embarcadero function as a grand boulevard for all modes of transportation."
and
"Port staff should consult with the Northeast Waterfront Advisory Group regarding potential uses of Seawall Lots 323, 321 and 314 which are currently used for parking. These sites represent opportunities to reconnect adjacent neighborhoods with the waterfront and to improve the public realm on the west side of The Embarcadero."

I suggest the Port and City also pursue such public realm discussions with neighboring businesses, e.g., Levi's Plaza, with their beautiful campus park alongside but separated from The Embarcadero; and KGO, with its headquarters at Front and Vallejo but backing onto The Embarcadero with its antennas and utilities. Improving these connections to The Embarcadero and the westside public realm could occur in the near future, and at any event no later than improvements to the Port's adjacent parking areas.

Page 87 (Ferry Building Subarea Recommendations):
Harry Bridges Plaza is a major improvement over the former city/waterfront connection under the freeway. However, this plaza would be so much better if The Embarcadero were underground between Mission and Washington Streets, with a frontage road consisting of a moving lane and loading/passenger drop-off lane alongside the Ferry Building.

The grades required for such undergrounding would not meet Federal Highway standard specifications, but could be achieved if the City and Port sought and obtained a waiver from those standards. Heavily-trafficked roadways such as Commonwealth Avenue in Boston and Memorial Drive across the river in Cambridge go underground in a block and back up again in another block. Crossing a two-lane frontage road to reach the Ferry Building would be a vast improvement, and directly connecting Harry Bridges Plaza with the city would be enormous.

Thank you for the opportunity to review and offer these comments.

Sincerely,

Alec S. Bash, AICP
[redacted]

From:	Jamie Whitaker
To:	Elliott, Tani (PRT)
Cc:	Rincon Hill
Subject:	Comments on Draft Review of the Waterfront Land Use Plan
Date:	Sunday, November 30, 2014 11:36:16 PM

Personal opinions that follow are by Mr. Jamie Whitaker

[redacted]

Dear Tani,

I am submitting my comments on the Draft Review of the Waterfront Land Use Plan.

1) I believe the Port should adapt SWL 351 and other sections where pertinent the Community Vision for San Francisco's Northeast Waterfront found here online: http://www.andnet.org/storage/pdfs-cp/NE%20Waterfront%20Community%20Vision-FINAL-2%209%202011.pdf

2) I support preserving the open space/recreational usage on the ground floor in the area near the Golden Gateway Apartments and other Golden Gateway redevelopment assets since the existing tennis and swim recreation center was presented to the governing bodies for the City and County of San Francisco as a substantive component of the high-density residential developments located there. Also, there is very little recreational and open space in the area - 0.17 acres per 1,000 residents to the south in Supervisor District 6 and 0.43 acres per 1,000 residents in Supervisor District 3 according to a Harvey Rose report presented to the Board of Supervisors Budget Committee on June 5, 2013.

3) Community Health considerations such as air pollution, pedestrian safety, playgrounds for kids, and other City-provided resources taken for granted in other parts of the City must get added to the Waterfront Land Use Plan to comply with today's planning standards that recognize our lifespans are much more dependent on the zip code we live in due to environmental factors rather than genetic disposition. Start with working with DPH's environmental health epidemiologists who maintain this information resource: www.sustainablecommunitiesindex.org

4) The Port should be seeking out General Fund revenue support from the City because it is another Recreation and Parks Department more or less instead of trying to pursue the Mission Impossible task of preserving public access to the shoreline/waterfront while making enough money from privatizing parts of the shoreline/waterfront to pay for the public access to the remainder. I would say that the people of San Francisco would get behind a change to the Charter to make it so because we all recognize the benefits of parks/public open space along the waterfront for bicycling, walking, and other activities versus velvet roped-off privatized rentals for an exclusive group of chosen individuals.

5) Piers 30-32 should be demolished except for a T-shaped pier that can continue to provide deep berth access for large vessels. The money comes from developing SWL 330 - that link should not be broken, especially after the Watermark and Cruise Ship Terminal fiasco linked the better use than parking of Piers 30-32 together and

likely influenced the purchase decisions made by owners of condos at Watermark and other area condos.

6) Consider becoming a Special District funded via special assessment taxes levied on properties citywide.

Thank you for your consideration,
Jamie Whitaker

From: MK
To: Elliott, Tani (PRT)
Subject: Comments On San Francisco Waterfront Land Use Plan
Date: Sunday, November 30, 2014 5:08:32 PM

To: Monique Moyer and Byron Rhett

Re: Comments on San Francisco Waterfront Land Use Plan (1997–2014) Review

Let me begin by thanking you for providing detailed and well organized reports of San Francisco Port Authority's proposed operations and accomplishments in the past 17 years. I am a relatively new resident of San Francisco downtown and I have been involved in Port activities since last three years. I have truly enjoyed working with all the team members and I commend Port Authority for its efficiency and organization.

I appreciate the invitation to provide my views for the future betterment of Waterfront. I have listed some of my thoughts below.

Land Use / Policy:

Transportation:

Open Space:

Environment:

- The current land use plan looks very promising. Increase in tourism, both local and international, reflects the effectiveness of the plan. The value of waterfront will greatly increase when the Port updates the preservation of maritime legacy, revive the failing historic structures, and restore the failing Waterfront infrastructure.
- Construction of AT&T Ballpark is definitely a valuable asset to Waterfront. Unfortunately, it has aggravated the already burgeoning problem of traffic congestion. The alleviation of foot and auto traffic during Giants games or other large-scale commercial activities must be given top priority when planning future transportation improvements. Partnering with SFMTA would create viable solutions to eliminate some of the congestion issues that we face during Giants games and various large-scale business conventions.
- San Francisco is one of the fastest growing cities in the country. The influx of residents (in downtown area) has already caused reduction in the open space and recreational activities available to residents. While the presence of more businesses is lucrative for city's economy, we must not lose sight of the benefits of open space recreational activities – both active and passive, clean air and

light for the residents.

Historic Resources:

Seismic:

Sea Level Rise:

- Port's future maritime plans should continue with caution. Benefit analysis must be conducted to understand the financial gains of such enhancements. Economic access to port should be considered. That being said, I feel the final decisions about maritime plans should be made by Port Authority since they have the right expertise.
- As per financials, the new cruise ship terminal has been a burden on Port's struggling finances. Although the new terminal has increased the value of Waterfront, additional income-generating sources are needed, such as commercial events, to turn this into profit making structure.
- Since Port's maritime architectural and historical legacy is known nationally and globally, the failing infrastructure should be given priority. The Port must continue the seismic risk and sea level assessments. The repairs of the infrastructure could involve city's engineering/design agencies, thus allowing the public to understand the Port's efforts in maintaining the Waterfront. The burden of implementing repairs and conceptual design solutions must be shared by city, state, and federal agencies.

Public Engagement:

- The Port should invite the residents of the new communities in the ongoing dialog involving the health and sustenance of the Waterfront.
- It may be valuable (for the residents) if Port conducted information sessions of current activities, projects, and financial situation. Data should be presented to the residents to understand the Port's operations. As they say, "educated community is an involved community".
- The residents should have access to Port's financial information so that they can understand the financial complexities of the proposed projects and cost-benefit analysis.
- I appreciated the Port's effort to involve local residents, including myself, in its valiant effort to bring George Lucas's cultural museum to Seawall Lot 330. I wish the same effort had been made during Warriors project. In future, I sincerely hope that the input of impacted residents is actively sought out when deciding the occupants of Seawall Lot 330 and Pier 30/32.

In conclusion, I appreciate the detailed WLUP report presenting the current status

and paving the future for public dialog. I am impressed by Port's efforts to maintain the maritime legacy and creating new opportunities for Waterfront improvements.

Sincerely:

Mahesh Khatwani

Resident of Watermark



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Thank You.



San Francisco Tomorrow

Since 1970, Working to Protect the Urban Environment

December 1, 2014

President Leslie Katz and Commissioners
Port of San Francisco
Pier 1
San Francisco, CA 94111

Re: Comments on Draft Review of Waterfront Land Use Plan

Dear President Katz and Commissioners

As the proponents of Proposition H in 1990 and as participants in the development of the original Waterfront Land Use Plan and subsequent planning documents, San Francisco Tomorrow is deeply interested in - and well qualified to comment on - the Port's draft review of the 1997 Waterfront Land Use Plan. This is a long overdue document, not only because of the requirement in Pop H to review the plan at least every five years, but because of the significant changes that have occurred in that time. Those include

- The establishment of the Northeast Waterfront Historic District and the subsequent determination by the State Lands Commission that a significant level of non-Trust land uses are allowable in order to fund historic preservation;
- Implementation of the BCDC Special Area Plan, particularly the completion of significant new parks at the Brannan Street Wharf and Pier 27;
- The Port's realistic assessment of their capital needs, leading to a better understanding of the economic viability of certain of the Port's assets;
- The proposal and failure of numerous proposals to develop Piers 30-32;
- The successful development of projects along the waterfront, beginning with the Ferry Building;
- A better understanding of sea level rise and the threat it poses to Port property.

The review provided an interesting and helpful look at next steps and tasks for the Port. Unfortunately, despite its length, it provides NO SPECIFIC langue or edits for review, which makes the document of limited usefullness. Moreover, there was no temporal component to the recommendations, so it was unclear where one recommendation might be contingent on

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San Francisco, CA 94117

the outcome of another activity. For example, would transportation plans for the Embarcadero precede decisions on acceptable land uses on the Northern Waterfront? Would decisions on land uses in historic piers be contingent on the outcome of negotiations with BCDC and State Lands to extend interim use leases? There are MANY such assumptions in the document.

There are some good ideas in the review that we agree with, including

- Identifying key infrastructure needs on the Port, including street improvements and upgrading the City's seawall;
- Incorporating seismic risk and sea level rise into land use and policy decisions;
- Coordination with SFMTA to improve transit along the Embarcadero, assuming that such plans and decisions would precede recommendations on new land uses that would increase area congestion.

There are, of course, areas of concern, specifically that the review

- Revisits failed development proposals for the Northeast Waterfront without proposing a similar review of the local community's land use proposals;
- Assumes that the Port will continue to cede development opportunities to master developers, a practice that has not been noticeably successful and that limits the Port's ability to generate income from its properties;
- Proposes an exemption to the Plan to for "unique, no-bid opportunities." The Port's unfortunate history of politically-driven development makes this recommendation an extremely difficult one for SFT to support;
- Proposes an extension of interim uses from the current 5-10 years to 30-35 years. While this may be appropriate as a means to fund needed upgrades to historic piers, this signals a significant departure from policy that needs to be vetted – for example in an updated Special Area Plan - prior to inclusion In the WLUP;
- Proposes a programmatic CEQA analysis to streamline project approvals. This might be appropriate if the Port were to complete a new Waterfront Land Use Plan that provides more specificity than the 1997 version. As it did for the original WLUP, the Port could then prepare a programmatic document, and projects that adhered to the Plan could then prepare a supplemental document.

SFT has additional issues that we would like to see included in any update to the WLUP. Those include

- Replacing the Acceptable Land Uses Table at the end of each subarea with a more balanced and specific discussion of appropriate uses for that area. These tables may

have had a use when the plan was adopted, before the Port had an understanding of regulatory and financial conditions. Now that the Port has greater certainty in both areas, it's time to make a determination about what uses are appropriate - and at what level of intensity.

- Identifying limits to specific land uses, if necessary. Just as neighborhood corridors place limits on some types of uses in order to protect and encourage neighborhood-serving uses, the Port should consider what would constitute a saturation of a specific use. That could potentially include a limit on office space, or restrictions on visitor-serving retail outside of Fisherman's Wharf.
- Integration of the Waterfront Design and Access Element. This element was added after the original WLUP, but as a key planning document for Waterfront development, it should be incorporated into the WLUP
- Integration and update of the Port's Stormwater Management Program. This was an excellent planning document that is more than 10 years old, in what is a rapidly evolving field. The adoption of Stormwater Design Guidelines in 2009 provides guidance to individual developers, but an update of the Port's overall vision is overdue.
- The Port's plan to discharge its responsibility to preserve and maintain the resources that make up the Northeast Waterfront Historic District.
- A final decision on the fate of Pier 30-32. The increasingly high cost of renovating this pier, the lack of historic resources on the site, and the likelihood that significant Port resources would be required to renovate the substructure prior to any new uses being feasible, all point to the need for the plan to recommend the removal of this pier. The funding mechanisms contemplated by the Port in recent development proposals for this pier diverted significant funds from the Port's historic preservation and open space budgets. Instead of contemplating what uses are appropriate for this pier, the Port should instead consider whether fill credits realized from its removal can provide benefit to other developments.

Finally, we would like to second the proposal of No Wall on the Waterfront for a change in the Port's Advisory Committee structure. Several of our board members have served on a number of these committees and while we appreciate the information they offer, we do NOT feel that they provide real opportunity for public feedback because their recommendations are advisory to Port staff rather than the Commission. Because of this, the committees actually serve as a barrier between public opinion and Commission actions.

Finally, we strongly recommend that the Port revise its internal guidelines for designing documents. These documents were very difficult to review electronically. Adding to the difficulty of the layout was the fact that the document was split into 7 pdf documents, making

an electronic search for specific items impossible. In 2014, unlike 1997, most people will consume this document electronically. We urge you to make it easier to do so.

We appreciate the opportunity to comment on this document.

Sincerely,

Jennifer Clary
President

From: [redacted]
To: Elliott, Tani (PRT); Oshima, Diane (PRT)
Subject: COMMENTS---DRAFT WATERFRONT LAND USE PLAN
Date: Monday, December 01, 2014 12:06:24 AM

TO: President Leslie Katz and Honorable Members of Port Commission,
C/O: Diane Oshima, Assistant Director, Waterfront Planning and Tani Elliot
RE: DRAFT WATERFRONT LAND USE PLAN---COMMENTS
The Draft Waterfront Land Use Plan is lengthy and complex---but doesn't convey a simple vision that is understandable for everyone. In other words, an overarching vision should help guide development and projects. There should also be a simple graphics and imagery that conveys that vision quickly and simply. We need a vision like:

VISION: San Francisco will be the most beautiful waterfront in the world---a world-renowned destination for residents, visitors, recreation, business, commerce, trade, maritime and port activities. San Francisco's Waterfront will be a ribbon of water-related uses, open spaces and pedestrian realms that reinforce the City's Mediterranean character and scale---serving as a connector to neighborhoods for everyone to enjoy.

A COMPREHENSIVE ECONOMIC PARTNERSHIP WITH THE CITIZENRY: San Franciscans love their waterfront and would entertain general obligation bonds, revenue bonds, public-private partnerships, certificates of participation, grants, donations, innovative funding mechanisms....in order to achieve a shared waterfront vision.

HISTORY: San Franciscans love their waterfront and the long history of waterfront "battles" should be summarized in the Waterfront Land Use Plan.

PROTECT WATERFRONT BEAUTY AS AN ECONOMIC ASSET
San Francisco's waterfront beauty is priceless. But environmental capital, like physical/ visual links to the Bay, has a quantifiable value. The City's Mediterranean village-l ke beauty differentiates it from other cities. Tourism attracts 16 million visitors and $8.5 billion per year. Public vistas contr bute to a real estate industry of over $10 billion a year. Conservatively, waterfront beauty may have a $2 billion valuation per year---for perpetuity.



A HISTORY OF SAN FRANCISCO'S WATERFRONT LAND-USE BATTLES

WATERFRONT BEAUTY = BEST ECONOMICS

Over time, by tapering heights downward towards the waterfront, public vistas and San Francisco's beauty will be preserved for everyone---an economic asset that attracts 16 million visitors and $8.5 billion per year.







SAN FRANCISCO'S WATERFRONT BATTLES led to protective tapering height limits, which preserve public vistas and a Mediterranean village-like beauty for everyone. Learning from history, we can better appreciate the waterfront's esthetic and economic value.



The Fontana Towers led to the 40-foot height limit on the waterfront.



The Fontana Towers battle stopped five other high-rises at Aquatic Park.



San Francisco's Freeway Revolt started a national movement.



The Embarcadero Freeway was stopped at Broadway---in mid-construction.



The Embarcadero Freeways demolition opened the waterfront.



Freeway plans wrapped around the entire waterfront and throughout the city.



WPA Freeway Plan, around northern waterfront---and over Columbus Ave.



The freeway wall along the waterfront was a near reality.





"Save The Bay" map and Reber Plan for bay infill.



Citizen activists and founders of "Save The Bay": Esther Gulick, Sylvia McLaughlin, Catherine Kerr.

HISTORY TEACHES US that many design options exist for any site. After contentious debates, better designs often result. Nevertheless, we should learn from mistakes and poor environmental planning.

FOUNDSF: The Fontana Towers and Waterfront Battle.
http://foundsf.org/index.php?title=Height_Limit_Revolt_Saves_Waterfront_Vistas

Residents of Russian Hill and Casper Weinberger (a Republican conservationist) stopped towers along the waterfront. A coalition fought for the waterfront 40-foot height limits. Later, height limits were initiated on Russian Hill.



Bridge and large development proposed adjacent to Telegraph Hill---through North Beach.



Bridge and freeways proposed atop Telegraph Hill.



The Rush Bridge from Telegraph Hill had three stories of traffic lanes.



Proposed bridge from Telegraph Hill to Angel Island & Tiburon---stopped by Washington officials.



Russian Hill: Ten years after 40-foot height limit.



Ferry Building Project (1968) with helipad atop roof.



World Trade Center (1950) demolishes Ferry Building.



World Trade Center's terraced high-rises at waterfront.



Proposed 30-story skyscraper at waterfront.



U.S. Steel Building Complex---South of Ferry Building


Embarcadero Crescent (1961): Ferry Building to Aquatic Park


Embarcadero Crescent (1961): Bay development east of Telegraph Hill.


The 1963 Downtown Plan had two high-rises flanking the saved Ferry Building's tower.


Old Produce Market's tenants fought and were displaced by the Golden Gateway towers


Instead of more Golden Gateway towers, activists fought for the low-rise Golden Gateway Commons

ENVIRONMENTAL CAPITAL: A new economic measure includes efforts to incorporate "natural capital"---the value of such things as esthetics, nature and generic diversity---into economic decision-making. From a long-range perspective, waterfront beauty has incalculable economic value---for regional drawing power and people's happiness quotient.


Russian Hill Towers (1958); Mies van der Rophe proposal with block-long parking garage.


Port Authority Plan (1959: Office buildings, hotel, commercial, terminal


International Market Place (1968): Multiblock complex at foot of Telegraph Hill


Ferry Building Plans (1968): Northern Waterfront Plan.


Port Plaza Project (1970)" Ferry Building and Pier 1.


Villamarina Project (1974). The piers and area around Aquatic Park developed.


Pei-Cobb-Fried Proposal (1980)" Office and commercial at Ferry Building and Pier 1.


Koll's Sailing Center (1980)" Piers at Bay Bridge--- Hotel, restaurant, retail, marina .


SWL 330 Condo Tower (2006) built though Pier 30-32 cruise terminal cancelled


Arenal Condo Project (2014). Entertainment venue and condo towers around Pier 30-32---moved.

HISTORY IS A GOOD TEACHER: Citizens and political leaders have fought for their public assets---and have been proven correct in hindsight.

> FOUNDSF: "The Freeway Revolt" http://foundsf.org/index.php?title=The_Freeway_Revolt
> On November 2, 1956 the *San Francisco Chronicle* graciously published a map of the proposed and actual freeway routes through San Francisco even though its accompanying editorial was already chas ising protestors: "The remarkable aspect of these protests and claims of injury is their tardiness. They concern projects that have for years been set forth in master plans, surveys and expensive traffic studies. They have been ignored or overlooked by citizens and public official alike—until the time was at hand for concrete pouring and when revision had become either impossible or extremely costly. The evidence indicates that he citizenry never did know or had forgotten what freeways the planners had in mind for them."

WE ARE ON LIFE'S STAGE EVER SO BRIEFLY relative to the timeless beauty of the waterfront environment. It is the responsibility of each generation to protect natural assets, which are perpetually threatened by short-term short-sightedness. .

Regards,
Howard Wong, AIA





inspiring people to protect Bay Area birds since 1917

November 26, 2014

Via Email U.S. Mail

Tani Elliott
Port of San Francisco
Pier 1, The Embarcadero
San Francisco, CA 94111
Tani.Elliott@sfport.com

Re: Port of San Francisco Waterfront Land Use Plan

Dear Tani Elliott;

I am writing on behalf of the Golden Gate Audubon Society and its members and supporters regarding the Port of San Francisco's Waterfront Land Use Plan. Golden Gate Audubon is dedicated to protecting Bay Area birds, other wildlife, and their natural habitats. The mission of Golden Gate Audubon is to engage people to experience the wonder of birds and translate that wonder into action to protect native bird populations and their habitats.

Our members use and enjoy the waterfront along San Francisco Bay and often visit the area to engage in bird watching, scientific research, and recreational activities. We appreciate the opportunity to comment on the Waterfront Land Use Plan which offers an excellent opportunity to promote recreational opportunities and development that is sensitive to the rich natural history and biodiversity of the area.

The Waterfront Then and Now
Golden Gate Audubon applauds the work by the Port of San Francisco particularly at Pier 94 and at Heron's Head Park and the Eco Center. Additional waterfront parks with thoughtful resiliency and adaptation planning are crucial to ensure that these and future waterfront parks are available for current and future residents and visitors, as well as for local wildlife that need such habitats.

Project Summary by Waterfront Sub Area
South Beach
Golden Gate Audubon supports the expansion of public access improvements to extend a shoreline walk through the area, and pedestrian and bicycle connections between South Beach and Mission Bay and along China Basin. Mission Creek provides valuable habitat for shorebirds, water birds and passerines. Black-crowned Night Herons roost in the trees, Belted Kingfisher can be seen, and birders have been coming to the area in the wintertime to observe Palm Warbler.

Central Basin
The natural history of Mission Bay and the former wetlands at this site should be highlighted: "Mission Creek originally emptied into the 300 acre Mission Bay edged with salt marshes". The San Francisco Caspian Tern nesting colony near Agua Vista is important since this is the only nesting colony in the City. This colony has been observed and documented by San Francisco Bay Bird Observatory, USGS-Oregon

GOLDEN GATE AUDUBON SOCIETY
2530 San Pablo Avenue, Suite G Berkeley, California 94702
phone 510.843.2222 *fax* 510.843.5351 *web* www.goldengateaudubon.org

State University and Golden Gate Audubon. The replacement nesting island provides vital habitat for this species. People that work in Mission Bay have spotting scopes in their high rise offices to observe these remarkable birds that breed along the bay. Many people visit this area to observe the herring spawn and water birds active in winter as well as the breeding birds in the spring and early summer. Golden Gate Audubon supports the replacement nesting platform for this colony. This area along the bay is important for people and for a variety of avian species.

Southern Waterfront
Pier 70 and Warm Water Cove
Golden Gate Audubon supports the Port's recommendation to preserve or improve areas which will provide opportunities for the protection of wildlife habitat and for passive and active recreational uses. Every year Golden Gate Audubon volunteers visit this site as part of the Christmas Bird Count. A variety of water birds, shorebirds and passerines can be observed in Warm Water Cove. Warm Water Cove has huge potential for habitat improvements on the shoreline and upland areas. An environmental cleanup of Warm Water Cove is needed. The tires, shopping carts, and other marine debris should be removed from the shoreline. The Subtidal Goals Habitat Project Draft Chapter 4 on Soft-bottom Habitat discusses contaminants page 45 with goals on reducing the impairment of San Francisco Bay from contaminants on page 51 -54 See www.bcdc.ca.gov/planning/shg/subtidal-habitat.shtml

The waterfront from Pier 70 to Islais Creek and around to India Basin have opportunities for improvements and cleanup which would provide recreational opportunities for people and habitat for a variety of birds and butterflies along the shore, as well as for water birds, fish & marine species in the Bay.

Golden Gate Audubon supports safe pedestrian, appropriate and safe kayak access and bicycle access as part of the Blue Greenway. These improvements along with artful way-finding interpretive signage are encouraged. The rich wetland, shoreline and San Francisco Bay bird and marine life can and ought to be promoted to engage local residents in the natural beauty found along the waterfront.

Pier 94
Golden Gate Audubon applauds the Port of San Francisco for their support of the wetland and upland restoration at Pier 94. This site is visited by hundreds of volunteers each year who participate in hands-on habitat restoration. Golden Gate Audubon's Eco-Education program brings San Francisco Title 1 third grade students and their families to the site, which is used as a living outdoor classroom. This is a valuable resource to the community. Golden Gate Audubon seeks to continue to work with the Port of San Francisco to maintain the wetland at Pier 94 and to consider future opportunities for upland soil amendment and native plants.

Heron's Head Park
Golden Gate Audubon hopes to continue to provide field trips to Herons Head Park and hopes to work with Literacy for Environmental Justice (LEJ) to offer educational programs at the Eco Center.

The separate, off-leash dog play area in a fully enclosed space adjacent to the parking lot is welcome at this site. Golden Gate Audubon asks the Port to enforce the law that dog owners keep their dogs on leash when at other parts of Heron's Head Park and to use the convenient bags and trash cans to prevent domestic pet feces from littering and damaging the wetland area and San Francisco Bay. See 400265 Section 41.12 and 400542.

General Comments
All along the Waterfront the San Francisco Standards for Bird Safe Buildings and Better Streets Plan should be implemented. The waterfront is an Urban Bird Refuge as defined in the Standards for Bird Safe Buildings. See http://www.sf-planning.org/index.aspx?page=2506 Low impact design and permeable materials for the trails and streets with vegetated swales are encouraged. See http://www.sf-planning.org/ftp/BetterStreets/index.htm

Wherever trash containers are installed, these trash receptacles should be of a wildlife-proof design and regularly picked up and maintained. This is particularly important since these areas are often windy and windborne trash in the Bay is difficult to remove and poses serious risks for wildlife. At all current and future fishing locations along the Bay, Golden Gate Audubon strongly encourages monofilament (fishing line) recycling facilities be installed and maintained. This will protect birds, marine mammals, fish and other wildlife from such ingestion and entanglement hazards and will prevent fishing-related debris from accumulating along the Bay or entering the Pacific Ocean.

Feral cats are major predators for local birds and wildlife species. Golden Gate Audubon supports the Cats Indoors program and seeks to educate the public that if a pet can no longer be kept, it should be turned in to the San Francisco SPCA. Cats host and their feces is a vector for spreading a parasitic disease, including through waterborne contamination, which is fatal for some species of wildlife, including sea otters along the California coast.

Golden Gate Audubon recommends using the Bay Conservation & Development Corporation native plant palette. These plants historically grew along the waterfront and provide suitable foraging and nesting (&/or resting) areas for local birds and butterflies. These plants are also more drought-resistant and adaptable to local weather conditions. See http://www.bcdc.ca.gov/pdf/planning/SPLG.pdf

Thank you for this opportunity to comment on these plans. Please feel free to contact me to discuss any of these recommendations.

Best regards,

Cindy Margulis
Executive Director

PORT OF SAN FRANCISCO
NORTHEAST WATERFRONT ADVISORY GROUP

Minutes – August 13, 2014 Meeting

NEWAG Members in Attendance:
Alec Bash
Jane Connors
Bob Harrer
Michael Gougherty
Flicka McGurrin
Stewart Morton
Carol Parlette
Jon Golinger

NEWAG Members Not in Attendance:
Arthur Chang
Michael Franklin
Wai Ching Kwan
Cathy Merrill
Marina Secchitano
Joe Wyman

Audience in Attendance:
Norm Langill, Teatro Zinzanni
Darius Anderson, Kenwood Investments
Jay Wallace, Kenwood Investoments
Norma Guzman
Annie Jamison, Teatro Zinzanni
Bill Hannan, Golden Gateway residents
Ernestine Weiss
Andrew Wolfram, TEF
Jason Arth
Lee Radner, FOGG
June Osterberg, BCNA
Janice Li, SF Bicycle Coalition
Jim Cunningham
Geri Koeppel

Port Staff in Attendance:
Jonathan Stern
Diane Oshima
Mark Paez
Tani Elliott
Kaleen Juarez

MINUTES – August 13, 2014 Meeting

1. **CALL TO ORDER, ROLL CALL**
   The meeting was called to order by Jonathan Stern. In Cathy Merrill's absence, the group elected for Jonathan to chair the meeting.

2. **Administrative** – Approval of Draft July 2, 2014 Minutes postponed to next meeting

3. **Project Updates**

   a. **Seawall Lot 322-1 Working Group**
   Update provided by Working Group members, Jon Golinger and Bob Harrer. MOHCD Working Group met last week. The project goals are still focused on affordable housing, but looking at opportunities for including affordable options for moderate income housing. There are challenges to this, like fewer subsidies available, but the hope is that this project could provide a model for middle income housing. A commitment was made to extend the RFP deadline beyond the original September 23 Port Commission.

   b. **Cruise Terminal**
   Cruise Terminal Grand Opening will be Sept. 25th. The park will be ready, but will likely have its own celebration later in the fall. There is a possibility for a

combined celebration.

Jon: From previous presentations, I understand the terminal won't usually be open to the public. Can the public have access on Opening Day?
Port: The intent is to have as much of it open as possible, but some will not be open for security reasons.

4. Ferry Building North Arcade Retail Kiosk Proposal

Mark Paez, Port Preservation Planner

- The Ferry Building rehabilitation project contemplated retail use of the north arcade in a series of freestanding "news stand" type kiosks, but the kiosks were never built.
- The Port has received a proposal from EOP to build a series of semi-enclosed retail kiosk spaces within the North Arcade
- Because of the building's importance the Port recommended that the project sponsor outreach to stakeholders like the NEWAG for comment.
- The design being presented today is still conceptual and subject to further refinement.
- The Port felt strongly about the importance of maintaining the historic use of the arcade for pedestrian circulation and required the project sponsor to maintain a walkway 10 feet in width.
- The Port also wanted to ensure that the proposed retail use would not create conflicts with CUESA on market days

Jane Connors: About 4 years ago, we started a kiosk program with small 75-200 sf shops called "Incubator Shops." Usually these tenants have never had a retail shop. We were able to grow Mariposa Bakery from incubator to a full nave spot and we have another vendor that will announce the same in a couple weeks. We have a waiting list of local businesses wanting to be in the Ferry Building and the arcade is an underutilized area. We see the potential to add more life here.

Andrew Wolfram, TDF Architects
Full presentation: http://www.sf-port.org/modules/showdocument.aspx?documentid=8554

- Historically, the north arcade was used for ticketing. During the renovation, there were concepts for free-standing kiosks that were approved but not built. Currently some of the north arcade is used for storage for CUESA, but mostly it is a blank spot/deadzone.
- Proposal:
  - Maintain 10' walkway in front
  - Pair each retail kiosk with some open space and seating
  - Each kiosk will be modular structure that the tenant can customize for their needs
  - Kiosk offers lots of visibility into the space
  - Contemporary character – we are not trying to mimic the historic character, but make the kiosks like furniture that works well with the historic Ferry Building

Carol: It always seems sort of dark and cold. Will there be heating and lighting?
Andrew: Yes, there will be additional lighting and radiant heating

Flicka: Will there be stovetop elements?
Andrew: No food prep cooking, but we will have plumbing and electric.

Michael: Will the storage space that is currently in the arcade be relocated?
Andrew: It will be taken out. Cuesa is mostly using the south arcade for storage not north.

Stewart: What colors will be used?
Andrew: The idea is to give the tenants opportunities to brand on the front panel and back wall within the kiosk. But the rest will be a common color used among all the kiosks.

Alec: I always wondered why this didn't happen before. I assume it was to make sure the interior was successful first. It's good to hear about the success of the incubators, because it's important to support local businesses. It gives me great pleasure to see that EOP and Jane are going forward with this. As for the modern with historic, I defer to our historic preservation experts, but in terms of land use, I'm all for it.

Jon: Can you describe what public access is reduced compared to what is there now?
Andrew: The arcade is not part of the public access that is required for the Ferry Building, so theoretically it could be completely closed off with gates. It is a 25' wide space right now and the existing structure takes about 12'. When Farmer's Market is there, a circulation aisle will still be reserved. The existing gates will be closed and some additional gates will be added. The kiosks on the ends will always be open to help activate the corners.
Jon: One piece of feedback is to have it be more open rather than less.

Carol: Is it going to be all food oriented? Could there be a flower shop?
Jane: It could be non-food tenants like a flower shop or continuing the bike rentals.

Ernestine: What will be the hours?
Jane: Gates are required to go up at 6am. In our leases, minimum business hours are 9am – 6pm. They are allowed to open sooner. As our leases roll over, we're requiring them to stay open until 7pm.

Michael: On market days, how will circulation work?
Jane/ Andrew: We have drawings of the kiosks on market days and don't anticipate problems.

Mark Paez: Next steps are further outreach. The Port would like the project sponsor to meet with architectural heritage and then interface with City Planning. Then there will be an EIR and we'll see if it meets Secretary of the Interior Standards for historic buildings – it may be exempt but we won't know until we go through the EIR. Lastly, the Port would issue a building permit.

Carol: I think it's great!

5. Waterfront Land Use Plan Review
Diane Oshima, Port Planning & Development Division

Online here: http://www.sfport.com/index.aspx?page=2491
Staff report: http://www.sfport.com/modules/showdocument.aspx?documentid=8470
Full August 12, 2014 Port Commission presentation: http://www.sfport.com/index.aspx?page=2367

The Waterfront Land Use Plan is the Port's master plan. It was put into place in 1997 in response to Proposition H. We are required to review the Plan every 5 years. The last review was 2008. We began the review last year, but realized a comprehensive review of the entire17 years of the plan would be more helpful than just a 5 year snapshot. The report is a draft for public review and comment and the Port Commission presentation yesterday was intended to

kick off a process for public review which will go until September 30 [now extended to Nov. 30]. In each section, we look at the policy intent, what has happened and what we have learned. We tried to give a candid overview looking at both successes and projects that didn't make it. Our hope is that the report helps you assess for yourself if we're on track or not. We do have specific staff recommendations. Should I go through them?

Ernestine: Can you do a quick rundown?
Jon: If not now, at the next meeting.

Port: Because each advisory group is at different stages, we are hoping to hear from you how you would like to engage with this review. The Northeast Waterfront and Ferry Building subareas are each covered in Chapter 3. There is a discussion of Development and Unique Opportunities in Chapter 4. One of the recommendations is to set up a process for unique opportunities.

Flicka: How does the old plan fit into the new plan?
Port: This is a review of the existing plan, not a new plan. In the review, we excerpted key information like the objectives and acceptable use tables from the Waterfront Land Use Plan.

Alec: We can all start reviewing this online now, and I think it's a good idea to go through it in detail at a future NEWAG meeting.

Port: After the review is finalized, this is not the end of the conversation, this is the beginning. For each subarea, we have identified open issues. For South Beach and for the Northeast Waterfront, we have acknowledged past controversy around development. We hope this review becomes a foundation for public conversation going forward.

Carol: Can we get a condensed version? Just the Northeast Waterfront?
Port: For the advisory groups, while you are experts in your particular area, we do think it's important to see the subarea within the context of the whole Port. But, the review does cover each subarea in depth in Chapter 3.

Jon: Thank you, Diane, for your hard work. I attended the Port Commission presentation yesterday and I was the only member of the public who spoke besides a thank you comment and a technical comment. I think the main theme is fantastic, that for the first time since it was created, the Port is taking a full comprehensive review. The 2008 review was really short. I am hopeful, and I think Commissioner Woo Ho was encouraging this too, that we will have extensive community engagement. We have a great opportunity with two ballot initiatives coming up and the high visibility of the waterfront right now to do much more extensive outreach. I suggested town hall style meetings throughout the city, maybe at the library or city hall and in each supervisor district. For the NEWAG, we should go through every lot and pier. For example, Pier 27, 29 and 31 in the Land Use Plan was going to be a mixed use recreation project, and Mills arguably was, but now has become something very different—should the Plan be amended to take out the recreation aspect? Or should we figure out how recreation is going to be included in what is happening now? I'm hopeful that this review can become a 6 month, not 6 week, process.

Port: We recognize the opportunity for broader outreach. The finalization of this report does not close out further discussion. This is a draft assessment with starting ideas, and we're asking for comments about what areas we should work on further.

Jon: Prop H requires this to be done and I think this an attempt to comply with that in full. I want to read one sentence from the ballot measure: "The Waterfront Land Use Plan shall be reviewed by the agency which prepared it or by such other agency designated by the Board of Supervisors at a minimum of every 5 years with a view toward making any necessary amendments consistent with this initiative." My read of that is that you would propose amendments. Maybe you're saying it's a two part process. The only amendments I know of have been done piecemeal to make sure projects are compliant. I think the intent is to do it in a comprehensive way.

Port: It is a two-step process. This first part is educational. In order to understand where to go from here, we have to understand what has happened up to now. We are setting a foundation for further conversation.

Alec: I have also been thinking about outreach and possible citywide townhall meetings. The John King article was helpful for education. It's great to see how serious the Port is taking climate change. So, I'm thinking about other outreach that could be done—maybe social media and citywide meetings. How can we get the word out? We would all like people to know what is real and not real about the Port.

Port: There are two big issues going forward. There are specific property by property issues. And then there is the issue raised by Comm. Woo Ho asking about whether the big vision has been achieved, and if so, what is the next big vision?

Ernestine: Can you keep one at the front desk for the public? Can you condense the issues to a smaller document?
Port: We'll make copies available at the front desk. Also, Chapter 1 gives a 50 page overview and the staff report is only 5 pages.

Lee: You weren't specific with Seawall Lot 351. Can you expand on that?
Port: It is still part of the 8 Washington project in an Exclusive Negotiation Agreement with Pacific Waterfront Partners. In the report, we discuss the process so far, but we don't make specific recommendations because the ENA is still in place.
Lee: Is there an end date?
Port: As part of the approvals in 2012, there was a 4-year force majeure extension, so in August 2012 there was a lawsuit filed, so it would be that plus 4 years.

Janice: I'm super excited about this document. It sounds like there is a big conversation around public process. What feedback would be useful for the Port?
Port: The report discusses public process especially related to development projects. The Plan originally contemplated that most projects would occur through a competitive bid process, but we have also seen unique opportunities arise. In the review, we recommend creating a process for these unique opportunities. We also talk about the years of master planning for Pier 70 and SWL 337. The port does lots of public outreach that is not covered in the report too. As far as feedback goes, it's all fair game.

Jon: I'd like to make a request that all comments become public. This would be similar to the EIR process. I would like to read the comments.
Port: We are collecting comments online. This isn't an EIR, so we won't respond to each comment individually. But we have done this before for Seawall Lot 337 and Pier 70 where we summarized all public comments at the end of reports.

Ernestine: Have guidelines for setbacks and height limits been set?

Port: There are existing height limits and setbacks through zoning.
Ernestine: They didn't have it at 8 Washington. They were going to build right up to the sidewalk. The guidelines have to be changed.

6. Teatro Zinzanni/ Seawall Lot 324
Norm Langill, Teatro Zinzanni

We began at Piers 27/29 in 2000 and did 3,000 shows. We moved when the Cruise Terminal project came in. We began planning for Seawall Lot 324 and started the public process. We got great comments from the community. People want something beautiful that will reflect the design of this area and we tried to come up with a design that everyone would like, but it is difficult to make the project work on a temporary, 10-year lease. What resonated with us from the community visioning was a performing arts center with retail/café and possibly a hotel capped at 40 feet and a city park. I'm a theater director not a major developer, so I turned to Darius Anderson and the Kenwood team to help. We see an opportunity to make this possible on a longer 66-year lease.

We are committed to San Francisco and want to come back. That site is the original site of the Clarks Point Wharf. It was the city gate to SF. It was also the center of Sydney Town and near the Barbary Coast. We feel like we are the grandson (or granddaughter) of the theater tradition in San Francisco. We have put together a proforma and talked to the Port about restarting the public process here at NEWAG. We are continuing to work on our proposal and plan to present to the Port Commission next month. After that, we would like to come back to NEWAG and other community groups to get feedback on our proposal.

Bob: Where are you with the Port in the discussions? And what commitment or reception have you gotten?
Norm: We've been talking to the Port all along and they are interested. But we really had to change the concept, because the 10-year proposal didn't work. Looking back at the history of this site, the hotel idea has been around for a long time. We certainly heard with 8 Washington and Prop B, that 40 feet is the max. The hotel is important to us for artist studios. The Port has asked us to put together a proposal, bring it to the Commission, then come back to NEWAG.
Bob: It's intriguing.

Carol: So on that one lot, you would have a park, hotel, and tent?
Norm: Yes, the idea is to have a glass wall around tent with a sneak peek backstage. You wouldn't be able to see the show, but you would get a glimpse backstage.

Jane: I was sad to see when Teatro Zinzanni moved. It lent vibrancy in the evenings during a time when the waterfront needs it. It made me feel safe walking at night. I also appreciate that you employ so many artists—that's one thing SF is in danger of losing. Also many of our farmers appreciated that your chefs would shop here [Ferry Building]. It's an important part of our community.

Alec: I suppose the major change the Port has to think about is you going from a 10-year lease to a long term lease, which would be put it into the category of unique opportunities. Also that means you would need to address sea level rise.

Jon: I'm glad to see you haven't given up on SF because SF hasn't given up on you. Having the Embarcadero alive at night is important. Adding a hotel would change the dialogue. Since this

falls into the category of unique opportunities, I want to make sure whatever comes out of Port Commission is not misinterpreted as a rubber stamp or a done deal. Neighboring residents and tenants and the Exploratorium will all need to be part of the conversation.
Norm: Right, it won't be a done deal, but that's why we are here today, to tell you the big idea.

Audience: Why 66 years?
Port: Under State Law, that's the max lease term.
Audience: The structure would still be a tent structure, but with more permanent glass?
Port: Exhaust and saltwater is corrosive to the tents. We went through tents in 4 years that were meant to last 20 years. So, we thought an enclosure could help that and help with sound and the idea of transparency is fun.

Flicka: We've all talked about Teatro and we loved it and it added a lot to our community. I think it's unfortunate that it's been hard for them to come back. I would hope to neutralize this tone because they add a lot to the lore of SF and it would be a shame if they left.

Audience: I wish you all the luck in the world. We want to see you back in the community, especially there on Broadway.
Norm: We heard that it would help enliven the turn from the Embarcadero to Broadway. It could serve as a gateway on Broadway up to North Beach and Chinatown.

7. **Pier 29 Tenanting**
   Jonathan Stern, Assistant Deputy Director, Waterfront Development Projects, Port of San Francisco

   Full presentation here: http://www.sfport.com/modules/showdocument.aspx?documentid=8553

   Outline:
- Retail lease concepts for the Pier 29 bulkhead will not try to mimic anything that already exists on the waterfront
- Studied worldwide precedents for transportation hubs, cultural centers, market halls, design/ makers showcases
- Concepts include: "SF Pours" for coffee roasting, "Made in San Francisco," design/makers showcase, flagship stores, 3D printing
  - Not specific proposals, but possible concepts
- Proposing to move forward with Area 1 right now, retail in the bulkhead only
- For context, we are thinking about the rest of the shed:
  - Area 2 – shops and cruise services
  - Area 3 – an unimproved area for back of house
  - Area 4 – public access with temporary uses like pop-ups and events to activate the space
- Port Commission would like to see an RFP by end of year. During that time, more public outreach. We have presented at Fisherman's Wharf Advisory Group.

Stewart: Are there BCDC restrictions on the tenants?
Port: No restrictions on tenants just the required public access in Area 4. They would look at every permit for the maximum feasible public access.

Jane: From our experience at the Ferry Building, many of our visitors are locals from the nine Bay Area counties, so that means driving and parking. I caution around delivery impacts,

especially with bike lanes. Also need to consider the impacts to surrounding businesses (Ferry Building, Pier 39, other restaurants). Suggest you diversify the economic drivers. For us, our office tenants provide 600-800 on-site visitors during the day. The Port should consider the capital costs to staff a property of this size.
Port: We will address these types of issues in our business plan when we come back to the Commission.

Carol: Would the Port be the landlord?
Port: We are only seeking a tenant for the bulkhead right now and our preference is to have a master tenant at the bulkhead. Since it's a commercial use, it is subject to the RFP process.
Jane: It's a smart strategy to activate one part and see what works.

Jon: You went through 6 concepts. The first 3 were very different from the last 3—the wine, coffee and maker concepts versus the Google, Tesla, and tech concepts. Are each of these equally viable?
Port: When we went to the Commission and NEWAG in July, we talked generally about a concept that would be unique to San Francisco. Then our consultant translated that policy direction into these ideas. Any one of these ideas could be the primary tenant for the bulkhead. We are looking for public comment on these ideas and the Port Commission will guide us.
Jon: This opportunity is valuable because it doesn't cost much, the substructure is in good condition. The lens should be a) the Waterfront Land Use Plan, b) could it be maritime? C) could it have a mix of uses? Food, arts and wine seem to feel like this place but the other ideas seem bizarre. Making this a tech center, although it's in the zeitgeist, would be strange.
Jon: This is no longer 27, 29 and 31.
Port: Even though Pier 29 & 31 are physically connected, from a functional perspective they face different directions. Pier 29 is oriented south and is like a bookend to the Cruise Terminal.

Stewart: What about the little building?
Port: For the Beltline Building, we are looking at restrooms. It's less than 1,000 sf so maybe a café which could serve as a steward.

Andrew: Condition of the pier substructure seismic? And the shed itself?
Port: After Loma Prieta, there were FEMA upgrades. Some piles need repair under the shed and bulkhead but most are okay. The shed may need additional bracing.

June: I disagree about your comment that technology works very well here. It doesn't. Long term residents are having to leave.
Port: We are not thinking of tech office space, but rather showcase space and makers.

Stewart: Have you received interest?
Port: Yes, from commercial brokers, waterfront commercial stakeholders, excursion boats, variants on the arts, technology.
Stewart: Of all the cities with cruise terminals, we have few days per year for cruise calls, so it's important to activate this site in other ways.

8. NEXT ADVISORY GROUP MEETING

Jonathan will coordinate an alternate date in September. Meeting adjourned 7:29.

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Jonathan Stern
Port of San Francisco

PORT OF SAN FRANCISCO
NORTHEAST WATERFRONT ADVISORY GROUP

FINAL Minutes – September 15, 2014 Meeting

NEWAG Members in Attendance:
Alec Bash
Arthur Chang
Flicka McGurrin
Stewart Morton
Carol Parlette
Jon Golinger
Michael Gougherty

NEWAG Members Not in Attendance:
Jane Connors
Michael Franklin
Wai Ching Kwan
Cathy Merrill
Marina Secchitano
Joe Wyman

Audience in Attendance:
Geri Koeppel, Barbary Coast News
Natalie Jones, GGTA & FOGG
Lee Radner, FOGG
Paul Liao
Karen Liao
Reid Boggiano, State Lands Commission
Bill Hannan, GGTA
Ernestine Weiss
Marvin Kasoff, RenewSF
June Osterberg, BCNA
Irene Glassgold, GGTA
Al Glassgold, BCNA
Fred Allardyce, Open Space for Waterfront
P. Switzer
Janice Li, SF Bicycle Coalition
Nan Roth, Telegraph Hill Dwellers
Walid Mando, Telegraph Hill Dwellers
Jay Wallace, Kenwood Investoments

Port Staff in Attendance:
Jonathan Stern
Diane Oshima
Brad Benson
Byron Rhett
Tani Elliott

MINUTES – September 15, 2014 Meeting

1. **CALL TO ORDER**

2. **Administrative**

3. **Project Updates**
   a. **Teatro ZinZanni** Update by Jonathan Stern
   Teatro is going to the Port Commission, tentatively scheduled for October 14th, to present their sole source waiver request to the Board of Supervisors.

   Jon Gollinger: The hotel is a new part of this project. Raised questions about process for sole source.

   Fred Allerdyce: Stunned that this valuable site would be given on a sole source basis. Worried Teatro Zinzanni has no development experience.

Flicka McGurrin: Building a hotel doesn't seem to fit. What about putting Teatro in Pier 29?

Al: Would like to see more about this project. New Port projects need to think about the transportation needed to serve the project.

Jay Wallace, Kenwood Investments, spoke to address sole-source process and transportation. Provided background of Kenwood's involvement with the project and other project experience. Kenwood is a small, local firm with experience doing public private partnerships. Kenwood has worked on Treasure Island, was owner of Aquarium of the Bay before transferring it to the Bay Institute. Currently building a hotel in Sonoma County. Kenwood assisted Teatro 14 years ago when first locating in SF and again when Teatro left to vacate site for Cruise Terminal. In order to make the project work, Teatro is seeking a longer term lease.

Regarding process for the project, CEQA will include a traffic analysis. For community outreach, the team will come to NEWAG as frequently as NEWAG would like. For Treasure Island, Kenwood worked closely with the community group. Seawall Lot 324 site is a well-defined site with a well-defined height limit. So the public conversation will focus on what is historically appropriate on that site.

Next steps, go to Port Commission as soon as October. The goal of the presentation is not to seek project approval, but to share the concept and define the project.

Port: Port has been working closely with MTA on waterfront transportation issues focused on the Central and Southern waterfront but extending to Fisherman's Wharf. Port staff has asked Teatro to go to Port Commission first so they don't spend time and money before the concept gets a nod.

Jay: We hope to share plans and get your comments, so there are no surprises. We want to earn NEWAG's recommendation. Every plan that's looked at this site contemplates a hotel as a possibility including the Waterfront Land Use plan and the Asian Neighborhood Design.

Jon: AND does not contemplate this site as a hotel.
Jay: It's one of the sites considered as a hotel by the AND study.

Jon: Requested that Teatro return to NEWAG before going to Board of Supervisors for sole source.

Alec: It's a shame that we can't have the same presentation as last meeting [for the public that missed that meeting]. The support was very positive. I encourage everyone to go to the Port Commission meeting to find out what the project is. For context, in the September NEWAG minutes, there was a lot of positive feedback.

Audience: Will other hotel developers, get a chance to bid?
Port: Based on Board policy our default is a competitive bid process, but sometimes projects are sole source. When that happens, the Board of Supervisors approves the sole source first.

Jon: The hope is that the process for doing sole source projects will be dealt with in the Waterfront Land Use Plan Review process. But since this project is here now, we have to address it now.

Audience (Natalie): I went to the presentation on sea level rise last Tuesday [at the Port Commission meeting]. It's important that we consider sea level rise for this project.

b. **Cruise Terminal Grand Opening**, September 25th, Mayor's ribbon cutting ceremony. Two cruise ships will come prior to the grand opening.

Flicka: Concerned about security around the park.
Audience: Concerned about the brightness of the neon sign. Do not want to see it used for advertising and should only be on during business hours. Also the building itself is lit up 24 hours a day.

c. **Seawall Lot 322-1 Working Group**
Meeting this Thursday, September 18th, 6:30 here. John Stewart Company will provide information about project financing including moderate income housing.

Audience: There is a height limit on that site of 60-something. But there is a general principle that buildings should fit into their surrounding context. The building at Battery and Broadway does this. And the new project also steps down one or two stories as it approaches the waterfront. In addition to having a garage, one can't put more than 3-stories there.

4. **Review of the Waterfront Land Use Plan**
Diane Oshima, Port of San Francisco Waterfront Planning
Full presentation here:

Outline:

- Goals of the Waterfront Land Use Plan:
  - Reunite SF with its waterfront.
  - Balance diverse uses including maritime, public trust, open space, economic investment to revitalize piers
- Northeast Waterfront Subarea spans from Pier 35 to Pier 7
- Timeline of changes since the plan
- Broadway Hotel as an example of a project that did not get built
  - Lessons – duration where projects end up taking a lot of time, difficult to build consensus, complexities, expensive (Capital Plan didn't exist), politics and regulatory hurdles

- Need for revenue and upcoming challenges - seismic stability of seawall, sea level rise, parking need on inland side
- Projects underway
  - Re-tenant vacant piers (post-America's Cup), 322-1 and 324
- Land Uses
  - Invite people to weigh in on sites without a subscribed use including Piers 31, 29 (shed), 23,19, SWL 314 (parking lot across from Pier 35), SWL 321 (across from Pier 17)
  - Integrate this conversation with public realm opportunities
- Preliminary Recommendations
  - Subarea planning for Northeast Waterfront and South Beach
  - BCDC, State Lands and Planning Department should be invited to balance state and local interests
  - Projects underway should continue

Jon: Can you touch on the two projects that didn't go through?

Port: Refer to Section 4 of the WLUP Review. Both projects came through the competitive bid process. Broadway Hotel site was on Seawall 322-1 and 324 with a connector along Vallejo. It was a difficult shape site to make it work. There were concerns about historic character, height and scale. The pedestrian bridge was difficult. The developer was not prepared for the complexity and the project was politically unpopular. The Mills project at Pier 27-29 was a mixed-use development. There was a competition between Chelsea Piers and Mills with YMCA. There was popular support for the Chelsea Piers, but Mills was selected instead. The proposal was outside the box and would have generated interesting recreation uses. There was suspicion about the selection process and concern about the eventual land use. Some were worried it would become a mall. From a public trust perspective, the project needed more water-oriented recreation, but people actually wanted basketball, bowling, etc. Pier 29 couldn't be recreation inside because of the column spacing.

Flicka: In a planning effort like this, the parking situation should be addressed in a more realistic way. All the parking meters go until midnight, so running a nightclub business is difficult. Change the metered time to 8pm.

Alec: Report looks great with all the photos and provides a comprehensive look at the Port. For NE Waterfront, Port staff recommends a sub-area planning effort if stakeholders are open to it. And recommends we consider setting aside our differences to move forward with planning. I was part of Port staff back then and when we were considering the Broadway Hotel and the Mills project, there was a political disconnect.

Stewart: In the report, you are proposing max leases of 35 years, but to obtain historic tax credits, you need a 39-year lease to be eligible.
Port: Open to that. The bigger issue is that 66-year leases are not defensible given the uncertainty around sea level rise.

Jon: Advocated for wider distribution of the report. On the land use map, the yellow hatch is labeled "potential development site," but in the plan, those sites could also be public access, open space or maritime.

Port: Agree. We tried to keep the label as simple as possible. Unless there's a public source of money, it's difficult to do open space, but any development or leasing project would have a public access component.

Jon: Even though Pier 27 is now a Cruise Terminal, Piers 29 and 31 could be recreational use. What we heard was State Lands vetoed using pier sheds for recreation that is not water oriented. The Port has gone to the legislature before to overrule other things. Can't we do that here? As an example of well-used waterfront recreation there is the Brooklyn Bridge Park in New York. In my 15 years of involvement with the Port, it seems State Lands has been urging the Port toward commercial uses and away from public trust

Port: State Lands has been involved at a high level. We recognize they typically enter the process too late, so we are trying to get them involved sooner. Piers 29 and 31 have a lot of columns inside that makes it difficult to program recreation.

Jon: My perspective that what the Port calls "project failures," help build better projects. The Mills project was never built, but because the community opposed and defeated it, we now have a Cruise Terminal.

Audience: Initially, I felt the Grand Jury Report was unfair. But the Mills project, the condos for rich people, Larry Ellison, and then the Warriors -- I think something is wrong. I would like to see the Port focus on public trust uses first not being a real estate company.

Fred Allerdyce. For Mills, there were concerns about the selection process. For the hotel, the neighborhood liked the original proposal. Then they proposed something very high, because the zoning was 80'.

Audience: I would like to discuss the marine uses. I was told the Princess Cruise Line will give a rock concert. We're not going to appreciate that. There should be restrictions on what happens onboard the ships. They'll blast the sound throughout the neighborhood.

Audience: 1) I understand we're taking a look at what went wrong. Is there an opportunity to look at other waterfronts to see what went right? People at universities could help. 2) I heard from a group of public officials that we are #2 in traffic congestion across the US. I'm wondering what consideration has gone into the land uses impact on traffic congestion.

Nan: 1) I want to emphasize the need to consider traffic congestion. 2) With Mills and the hotel, I think the Mayor had a lot of responsibility. 3) Sea level rise – even a 35 year or 40 year lease doesn't sound like enough. Global warming is a new thing not addressed by the Waterfront Land Use Plan. We need to consult professional opinions about sea level rise.

Wells: I commend the Port for trying to find their way through City Hall and local politics. The reality is that in order to build and improve anything, we need to find money. I read through the whole report and it's interesting because the different sections along the Port have different needs and the Port is trying to cope with the complexity. They are trying to balance many needs. Let's work with the Port.

Audience: I have also visited Brooklyn Bridge Park and would like to see something like that here.

State Lands representative: The determination was that recreation uses are local-serving not state-serving.
Jon: That needs to be revisited. Recreation is a use that enlivens the waterfront. SF is so dense and this part of the city doesn't have enough rec space.
Port: The idea of inviting State Lands and BCDC to participate early in planning efforts would allow us to discuss this.
Audience: If NY and Brooklyn can do it, we can do it too. I saw the park heavily used.

Port: In the Waterfront Land Use Plan Review, we made a broad brush recommendation for a planning effort in the Northeast Waterfront. I'd like to ask that NEWAG think about what a planning effort could look like.
Jon: The review doesn't update the plan, but we could form a process. Maybe the Port could guide us.

Port: Welcome additional comments through November 30th.

5. **PIER 29 RE-TENANTING**
   Jonathan Stern

   Port is asking for help from NEWAG on public outreach:
   1) If any of the groups you represent would like a presentation about the concept, Port staff will come to your meetings.
   2) Similar to SWL 321-1, we are looking at forming a NEWAG working group. Volunteers, please talk to me.

   Jon: Suggest a public outreach meeting in that area.

6. **NEW BUSINESS**

   1) (**Jon**) Civil Grand Jury Report – could they come here and present?

      Port: Commission will hear this item at an upcoming hearing. Civil Grand Jury will attend.

   2) (**Jon**) Request an update on 8 Washington.

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Jonathan Stern
Port of San Francisco

PORT OF SAN FRANCISCO
NORTHEAST WATERFRONT ADVISORY GROUP

DRAFT Minutes – October 1, 2014 Meeting

NEWAG Members in Attendance:
Alec Bash
Arthur Chang
Flicka McGurrin
Cathy Merrill
Stewart Morton
Carol Parlette
Jon Golinger
Michael Gougherty
Jim Cunningham (sitting in for Diana Taylor)

NEWAG Members Not in Attendance:
Jane Connors
Michael Franklin
Wai Ching Kwan
Marina Secchitano
Joe Wyman

Audience in Attendance:
Diane Kretschmer, 101 Lombard
Angela Hobson, Pacific Waterfront Partners
Bill Hannan, GGTA
June Osterberg, BCNA
Fred Allardyce, Open Space for Waterfront
Paul Liao
Karen Liao
Lee Radner, FOGG
Pat Helland
Lisa Helland
Bob Iversen
Marsha Turnbill
Irene Glassgold
Al Glassgold
Paul Nixon

Port Staff in Attendance:
Jonathan Stern
Diane Oshima
Brad Benson
Byron Rhett
Ricky Tijani
Tani Elliott

MINUTES – October 1, 2014 Meeting

1. **CALL TO ORDER**

2. **Administrative**
   Alec Bash moved approval of the September 15, 2014 NEWAG minutes (no objections or comments).
   Jonathan Stern indicated the Port was preparing membership update for NEWAG.

3. **Project Updates**
   a. **Teatro ZinZanni** Update by Jonathan Stern
   Targeting October 14th to present to the Port Commission

   b. **Seawall Lot 322-1**
   - John Stewart Company presented on September 18th – provided information about project financing including moderate income housing

- October 7 – upcoming presentation by Whitney Jones, Chinatown Community Development Center (Broadway Family Housing)
- Timeline: goal is to present to Port Commission before end of year.

4. Pier 29 Tenanting
Jonathan Stern filling in for Mark Lozovoy

Summary: Presentation on the competitive solicitation for a tenant in the bulkhead building only. Port staff has developed a concept for the entire pier shed to provide context. Next steps—seeking Port Commission approval to issue an RFP

Objectives:
1. Provide supporting services to cruise passengers and visitors to the Port
2. Activate and enliven the waterfront
3. Bring the bulkhead building back into economic use
4. Provide a significant and on-going revenue stream to the Port

Potential uses:
1. Food– coffee roasting, wine
2. "Made in SF" design/makers showcase – art focus, 3D printing, tech uses
3. Technology flagship stores

Selection criteria:
1. Experience, qualification, financial capability
2. Proposed development design and retail program
3. Proposed financial terms

Public outreach: NEWAG, FWAG, commercial stakeholders, Fisherman's Wharf CBD, Embarcadero Business Groups, Local neighborhood groups (BCNA, THD, SoTel, others?)

Public feedback to date: year round, attractive to locals (as well as visitors); showcase historic nature of the building; makers/arts focus resonates; tech showcase may work but tech/office uses would not

Next steps:
- Continue public outreach
- Form working group to refine goals, objectives and selection criteria
- Continue searching for ways to find local businesses to express interest in this retail opportunity
- Goal to go Port Commission by end of year to seek authorization to issue RFP

Comments:

Jon Gollinger: Volunteered for working group, invited Port to present to Telegraph Hill Neighborhood Assoc. Concerned that this site is no longer being considered for recreation. In addition to the grid of acceptable uses in the Waterfront Land Use Plan (WLUP), the text calls for recreation.

Port: The WLUP has a chart that functions like a menu of acceptable uses. Mixed-use recreation is on that menu. Pier 27 is now the cruise terminal and 27/29 is not a development project anymore. We want to hear these comments, if recreation is

something you would like to revisit. Some of the challenges for doing recreation here include—after the plan was passed, State Lands ruled recreation is not a trust consistent use. We've also heard from the maritime community the importance of maritime uses here especially because the north apron has access to relatively calm water.

Flicka: The new park has attracted bike jumping and skateboard. Is there a way to allow/formalize these activities somewhere?

Alec: The shed is difficult to program with recreation, but outside can be passive recreation (throw a ball, informal bocce ball) or rent out the space. For inside the shed, pool tables or ping pong tables could work.

Audience, Bob Iverson: The use of the words "activate and enliven" is meaningless – that would fit any use. It sounds like this could become a mall. I agree with the maritime community, we should be looking for maritime uses.

Fred Allerdyce: 1) Would like to see this much thought go into SWL 322-1 and Teatro Zinzanni 2) I attended all of the meetings for Mills and Chelsea Piers and that project was going to cover all of 27, 29, 31. All this planning has nothing to do with the residents. A mall is not appropriate. This is San Francisco and people live here. It needs to be designed for the people who live here.

Pat Helland, Golden Gateway: This looks boring, I would visit this place once and then there's no reason to come back. I came from Seattle and as residents, we would visit Pike market often. It has a mix of uses. It's cool, eclectic, local, and special. Pike has all kinds of food and flowers and fish throwing. You're suggesting wine and coffee and that's it? Or Google and Tesla, why would I want to go there as a resident? These ideas are sterile.

Cathy Merrill, Chair: This is a starting point, we are looking for ideas.

Pat: I like the "San Francisco flavor" idea. Really cool stuff will draw people in.

Al Glassgow: What is the condition of the piers?
Port: The substructure is in good condition. It is physically connected to the Cruise Terminal substructure and both are seismically sound. After the fire, the building is in very good condition. That's why this facility has high financial objectives.

Paul Liao: I'm excited about maritime uses. Small boat owners could use a place to store and maintain boats.
Cathy: Suggested an example in Rhode Island.

Diane Krutchberg: What about the tip and the public access?
Port: Under our BCDC permit, the tip is designated public access including Area 4. Early programming would be temporary to allow us to see what works there.

Diane: Suggested a Chicago example, Eataly. Combines a destination related to food and also would be of interest to locals. Could have neighborhoods of SF represented – North Beach, Chinatown, breweries/wineries and art for SOMA.
Alec: You could call it Streets of San Francisco and screen the movie.

Paul Nixon: What is planned for the basin between 29/3. Is Pier 31 in good condition?

Port: No further planning has been done for the basin beyond what is in the WLUP. Pier 31 is not seismically sound. A $6M revenue bond could bring the historic shed back into use.

Lisa Helland: Suggested a traveling chefs concept where chefs from all over the world could come.
Alec Bash: There was an example of this at One Market Plaza.

5. **Review of the Waterfront Land Use Plan**
Diane Oshima, Port of San Francisco Waterfront Planning
Full presentation here: http://www.sfport.com/modules/showdocument.aspx?documentid=8764

Outline:

- Goals of the Waterfront Land Use Plan (WLUP):
  - Reunite SF with its waterfront.
  - Balance diverse uses including maritime, public trust, open space, economic investment to revitalize piers
- Ferry Building Subarea spans from Pier 5 through Rincon Park
- Reviewed objectives from WLUP for this subarea and accomplishments timeline
- Projects underway
  - Seawall Lot 351- status: San Francisco Waterfront Partners considering options to reevaluate the proposed development
  - WETA Downtown Ferry Terminal Phase 2 – construction expected to begin mid 2015
  - Ferry Building Plaza – Port and BCDC joint planning process underway
- Next steps for WLUP Review:
  - Subarea planning in South Beach and NE waterfront subareas
  - Address Portwide issues not fully addressed in the original WLUP
  - Involve State Lands and BCDC in the process to balance local and state interests

Comments on Seawall Lot 351:

Bill Bengavich expressed frustration with the project and distrust of the Port.

Pat: Requested clarification of the contract.
Port: The Port has an Exclusive Negotiating Agreement (ENA).

Fred: Regarding the designated land use for the site, does the Port have the right to offer the site for housing today?
Port: The State Lands Commission does not have CEQA clearance for the transfer of certain portions of the site. It is a matter that has been appealed in court. The project EIR is also under appeal. The issue is the form of CEQA that was used.

Nan McGuire: Clarified 4 year timeframe for the ENA.
Port: Once the lawsuit was filed in August 2012, there are clauses that extend the ENA.

Al Glassgow: I don't want to discuss the merit of the project. Seawall 351 brings up an issue about the role of the Port and the community. There is a difference between the inland lots and the waterfront lots. The community wants a general plan. Supervisor Chui has requested it. The Port Commission has given spot proposals instead. It's time to stop this type of conversation and have a general agreement about the seawall lots including the parking needs, open space, etc. There should be a unified concept for the west side of the Embarcadero. It feels like the people involved in this haven't spent time in our neighborhood.

Port: The Waterfront Plan addresses the seawall lots. The theme for those lots is a mix of uses. In this report, staff recommends the need for further planning.

Al: I'm familiar with the plan, but how will we execute it? I don't see a unified approach.

Lee Radner: Al has hit the nail on the head. We were involved with the AND (Asian Neighborhood Design) plan. [Read from the plan regarding proposed concept for waterfront bike and transit center with active uses such as a cafe and perhaps a small car-free hotel.]

Sue Hestor: We are missing the connection to the rest of the city. The AND study screamed that there is no connection to Chinatown and that part of the city. The Port inherited this problem when Redevelopment went away and Planning hadn't done planning for the area because it was in Redevelopment. The Port now has to do this planning. This won't be solved by the Port alone, but the Port needs to identify the problems. There is not one transit line that comes all the way to the Embarcadero through the NE waterfront, all the lines are truncated. The Grand Jury raised the issue of the lack of communication between MTA and the Port.

Jon: This project and this site brings up the need for integration between the Port and the rest of the city. I also think the Port is in a delicate legal situation with 8 Washington and they can't discuss much with us, although they should. I hope there's an exit strategy for this project. Specifically in the Review on page 85 and 229, both of those discussions only address heights. But there were 2 propositions on the ballot, B and C. Prop B was about the whole project and the voters said we don't want that project. I'd like to see that added.

Arthur: This use would not be permitted in the public trust. [Reads from WLUP]
Port: What enables the proposed project is a trust swap where certain public lands become private, and certain private lands become public.
Arthur: That has not happened yet?
Port: CEQA needs to be completed before the trust swap. To put it in context, these swaps have occurred before, for example at Delancey Street. This is not specific to this project.
Arthur: Is it state or local legislation?
Port: State lands commission votes on this. In this case, they did not have the appropriate CEQA clearance to do so yet.

Comments on WETA Downtown Ferry Terminal Phase 2:

Jon: What about Sinbad's?
Port: It has long been planned to be removed under the BCDC Special Area Plan. The building will be removed March of 2015 and pier will be removed at time of WETA project.

Comments on Ferry Building Plaza:

Port: Another project underway is the Ferry Building Plaza. The Port and BCDC is going through a joint planning process for additional public access areas.

Pat: What about the other restaurant?
Port: Ferry Plaza Limited Partners (FPLP) operator's lease. We are engaging with surrounding tenants in this process. There is discussion about refreshing the restaurant concept and integrating it into the space and waterfront better.

Paul: When I go to Sausalito on the weekend with my grandkids and our bikes, it's difficult to get through the crowds. If transportation is a goal, this should be planned in the plaza.

Comments on Review Process and Next Steps:

Port: Staff is recommending planning in the South Beach subarea and Northeast Waterfront subarea, but we haven't made a recommendation about how the process would go. We would like to hear from you.

Jon: In the past, the Port has tried to develop every site that has been designated as a potential development site. Are you saying the Port might scale this down and select only a few?

Port: We would seek to answer that through a public process – what should be considered a development site? What should the uses be? What should the public realm and transportation be to support it?

Fred: Expressed concern over Pier 27 operator and outdoor entertainment.

6. NEW BUSINESS

1) (**Jon**) Civil Grand Jury Report – request for their presentation
2) (**Jon**) The name "Cruise Terminal Park" sounds like the park is for cruise passengers. People are wondering if it's for the public. Suggest signage regarding public use of the park.

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Jonathan Stern
Port of San Francisco

CENTRAL WATERFRONT ADVISORY GROUP
DRAFT MINUTES

September 17, 2014

Port of San Francisco, Pier 1
The Embarcadero at Washington Street, San Francisco
5:30 – 7:30 p.m. Pier 1 – Bayside Conference Room

Attendees:

Central Waterfront Advisory Group Members:
Paul Nixon, Bay Access
Toby Levine, Mission Creek Resident
Corinne Woods, Mission Creek
Jasper Rubin, SFSU
Howard Wong, Heritage/SPUR
Kamala Subbarayan, UCSF Planning
Ralph Wilson, Potrero Boosters
Mike Buhler, SF Heritage

Port Staff:

Mark Paez, CWAG Coordinator
Diane Oshima, Planning Manager
Tani Elliott, Planning Intern
Byron Rhett, Planning Director

CWAG Members absent:
Glen Ramisky, ILWU

1. Announcement and Introductions

Mark Paez announced that Assembly Bill 1999 for a State Rehabilitation Tax Credit program that parallels the Federal Tax Credit program is pending the Governor's signature. Mark distributed copies of the Port's support letter to CWAG members and provide information about how members could support the legislation.

Mark also announced that the October 15th CWAG meeting would feature the renewal of the BAE Ship Repair lease.

2. Approval of Draft Minutes

The CWAG unanimously approved the June 18th 2014 draft minutes without correction. However, the CWAG review of the minutes led to questions directed to Port staff about how they as a body could respond to important planning issues raised by the November ballot initiatives? Diane Oshima responded by stating that the City Attorney's Office has advised that the CWAG and Port staff are not allowed to discuss ballot initiatives but that CWAG members are free to discuss these matters as individuals when out in public and not convened as a advisory body to the Port.

3. Waterfront Land Use Plan - 17 Year Review

Diane Oshima, Assistant Director Waterfront Planning presented the highlights of the staff report prepared for the Port Commission on the 17 year review of the Waterfront Land Use Plan (WLUP). Diane explained that Waterfront Land Use Plan was adopted in 1997

pursuant to Proposition H. The proposition also requires review every five years. She stated that Port staff felt it was important to analyze the 17 year (1997-2014) life of the WLUP rather than just the past five year period to be able to assess the effectiveness and relevancy of the WLUP. Diane continued by presenting an overview of the project accomplishments and projects underway and focused on the South Beach/China Basin Subarea and part of the Southern Waterfront Subarea of the waterfront.

Staff recommendations going forward are both sub-area-specific and Portwide basis. Portwide recommendations include climate adaption, transportation, open space and vessel berthing. Staff recommends a subarea planning effort for South Beach. See more recommendations and map of area reviewed in handout linked below.

- Presentation: http://www.sfport.com/Modules/ShowDocument.aspx?documentid=9071
- Handout: http://www.sfport.com/Modules/ShowDocument.aspx?documentid=9070

CWAG members expressed the following comments and questions which are followed by Diane Oshima providing Port responses:

- There is a disconnect between the Port's subareas and its advisory groups. This is particularly important between the Ferry Building and the Ballpark, which was the purview of the former Rincon Point South Beach Citizen's Advisory Committee. The absence of an advisory group in this geographic area of the waterfront is of note especially with Piers 30-32 being such a hot topic.

  Response: In the South Beach area, there was no advisory group. For public outreach, the Port would meet with the Rincon Point South Beach Citizen's Advisory Committee. Now, the South Beach/ Rincon Hill/ Mission Bay Neighborhood Association has a strong presence in the neighborhood. One of the recommendations in the WLUP Review Report is to re-engage in community planning in the South Beach Area. In addition to 30-32, there are historic Piers 26 and 28 that remain are in need of rehabilitation.

- One of the themes revealed in the analysis of the WLUP is that everybody wants more public outreach. There is a perception that this is a closed system and it difficult for the public to engage in very technical planning and entitlement processes. This was a point made by the Civil Grand Jury Report. The Port needs to do more to reach the public?

  Response: Port staff is thinking about our outreach and is interested in your suggestions. What are good ways to communicate to a citywide audience, especially as Port projects are on citywide ballots now?

- At the Port Commission, Commissioner Woo Ho asked, "what's left to develop?" How is the Port studying this issue?

  Response: Port staff has compiled a map of current and planned land uses, which shows only a small proportion of Port land is unsubscribed in its use.

- If we're interested in communicating citywide, one point would be to communicate waterfront recreation since that is a citywide draw.

- A lot has been done in terms of climate change as we all know from the Port Commission hearing last week. Something could be added to this report to let people know about that effort. The review should have a chapter on climate change.

- There is so much information out there but you have to dig into the staff reports and commission videos to be able to find it. More of the information should be on the surface.

- Regarding the sub-areas and advisory the committees, there were a lot of problems with communication around Piers 30-32. The Redevelopment Agency used to cover that area, but now it does not. A new Port advisory group for South Beach should be created.

  Response: The Port's involvement with the South Beach/ Rincon Hill/ Mission Bay Neighborhood Association has been very constructive so far but the Port has yet to decide whether or not to create a new Port advisory committee

- Katy Lidell and Alice Rogers from the neighborhood association along with others on the eastern shoreline are working informally to put together a group representing the eastern neighborhoods spanning from Barbary Coast to India Basin. This group is meeting monthly with an initial focus on transportation.

  Response: Port staff recognizes the potential for a sub-group of the neighborhood association to engage specifically with waterfront issues. We want to tap into existing groups without being duplicative.

- It's important that the graphics emphasize the continuity of the waterfront—the necklace of open spaces, the historic structures, the ribbon of greenways and transportation unified by water. Any drawing should emphasize the relationships and connections, not show it as a series of individual projects.

- For the review report, emphasize the big picture. This can be done at the start of each chapter—keep all the details in there, but put big picture up front. The Current and Planned Land Uses Map emphasizes the need for detailed area plans in some areas but that the overall plan is okay.

- Emphasize the word "Review" in the title to highlight that this is not a new plan but a review of the plan and explain what the big picture is and what we have to work with as a prelude to presenting any findings or recommendations.

- A comment about the basic organization of the report: Chapter 3 is by sub-area but Chapter 4 is by themes. Recommend adding cross-references.

- Regarding public outreach, from experience with Planning Department's Better Neighborhoods planning effort, it's difficult to get participation. The Planning Department keeps a list of active neighborhood organizations that could be used for outreach. Also, better use of the Port's website and the internet—this report should be on the front page of sfgov website.

- The CWAG is concerned about the implications of the blank piers on the map, the ones without a current or planned use [eg. Piers 26, 28, 30, 32]. This may mean we lease them until it is no longer feasible, which sets up an inevitable result of removal. The write-up on Piers 26-28 discusses how it differs from the original WLUP. It is unclear to me where are we looking at deviations from the plan.

  One of the recommendations is to limit the lease period to 35 years. But the historic tax credit requires a minimum lease term of 39 years, this could make some infeasible projects feasible. Regarding sea level rise protection measures, what mechanisms are out there for historic piers? It would help if the CWAG understood what options are out there for the rehabilitation of the historic piers. The public perception may be that if all these structures will be underwater, why should we invest in them?

  Port staff should consider another approach to the analysis that would identify the un-programmed piers as feasible sites with significant challenges on the map rather than closing the door on the issue and potential future opportunities.

- Regarding public outreach, web outreach works. Notify busy people of the website at places like the Farmer's Market or storytime at the library. Some people may be best reached through social media like Twitter.

- Kayakers at Islais Creek are now connecting with the surfers at Ocean Beach, and Dragon Boaters. This synergy among human powered boaters and recreational enthusiasts are prime opportunities to reach a broader public in the WLUP review effort

- The word "review" doesn't communicate what's in here. Staff should consider a new "sexy" title to peak the public's interest.

Diane Oshima thanked the CWAG and the public for their constructive comments and explained the next steps in the process. Diane stated that the Port would like to know if the public agrees with the assessment and staff recommendations. The Port is seeking comments until November 30th and will likely compile all comments into a revised draft document for transparency purposes.

4. Pier 70 Project Updates

20th Street Historic Buildings

Phil Williamson provided status report that read as follows: The Port and Orton Development, Inc. ("ODI") anticipate signing a Lease Disposition and Development Agreement prior to the September 17th CWAG meeting and a signed Lease a week or two later. The Port is currently reviewing initial building permits for the first phase of work at Building 113/114. Under its existing Access Agreement with the Port, ODI has begun non-hazardous, non-historical site clean-up work and is looking forward to starting construction in earnest next month. If you have questions about this project, please contact the Port's Project Manager Phil Williamson at 415-274-0453 or phil.williamson@sfport.com

Crane Cove Park

David Beaupre reported that since the last CWAG review of the project the Waterfront Design Advisory Committee (WDAC) approved the project design and that the project team is now working to finalize schematic design by the end of the year. This will be followed by detailed design drawings which would be put out for bids in Summer of 2015 and construction of Phase I of the park is anticipated in fall 2015. David explained that the project still needed to go through environmental review and to obtain building permits. He also said that the construction cost estimates are believed to be within the $24.5 million budget and that the Port was hoping to deliver the 19th Street extension, all of Phase I of the park including the shoreline improvements. David concluded by stating that if there are costs constraints the Port may delay the delivery of Building 49 and the western portion of Building 109 to a later phase. CWAG asked about the disposition of 651 Illinois Street, The historic Kneass Boat Works Building and David explained that through a sole source contract the Port would be leasing the building to the Fireman's Union and that they were in doing their due diligence. David also stated that the Fireman's Union was proposing to include a community room in the building for use by the neighborhood.

Waterfront Site

Jack Sylvan provided a status report that read as follows: As we're not able to attend this evening's CWAG meeting, I just wanted to drop a quick note to offer a brief update. In short, we've been working away full time on the Proposition F ballot measure campaign. There hasn't been any work on or changes to the project plan that we shared with you a couple months back. We will plan to be back in front of you in either November or December with an updated timeline and design/planning process. As always, please feel free to reach out to us directly at any time.

5. Adjourn

DRAFT MINUTES
For the

Southern Waterfront Advisory Committee
SWAC

DRAFT MEETING MINUTES
for
September 24, 2014

SWAC Members in Attendance: Karen Pierce, Mike Bishop, Kevin Gibbons, Michael Hamman, Kevin Lawson, Olin Web, and Shirley Moore

Port & City Staff in Attendance: David Beaupre, Kanya Dorland, Jim Maloney, and Diane Oshima

Other Attendees:

Roland Lebrown	Richard Drechsler, Potrero Hill Resident
Eric Smith, SFBR	Lorraine Hanks, HSA
Lisa Gautier, Matter of Trust	Oliva Boudrecux, HSA
Dorris Vincent, Bayview Resident	Derek Green, Archie Green Fund for Labor Culture & History & Copra Crane Labor Landmark Association
Raymond Johnson	Miles Brad
Deborah Gregory	Dan Dodt, Bayview Historic Society
Patrick Kittle, PCJPIS	Suzanna Razo, PGE
Amber Bieg, Matter of Trust	Espanola Jackson, Bayview Hunters Point resident

Information Distributed:
Meeting Minutes from the April 30, 2014 and a Construction Job Opportunity Flyer on the Quint Street Bridge project

Agenda Items:

1. Bayview Gateway Art Selection Process & Project Schedule
2. Red Fish Relocation
3. Southern Waterfront Planning Update
4. Port Waterfront Land Use Plan Review
5. Public Comment

Meeting Minutes
Presentations are summarized, and questions and answers are paraphrased. Questions from the SWAC and the public are italicized. Answers to questions were provided by Port and other Public Agency staff at the meeting unless otherwise noted.

Administrative
SWAC members reviewed the meeting minutes for the April 30, 2014 SWAC meeting, and approved them.

1. Bayview Gateway Public Art Selection Process
Kanya Dorland introduced Susan Pontious and Mary Chou with the San Francisco Art Commission (SFAC) to provide an update on the Bayview Gateway Art selection process. Three gateway artists were selected. These artists developed concepts that were on view at the Bayview public library and on the SFAC and Port web sites for two weeks or more. The art selection panel, which included members of the SWAC, Port Commissioner Kim Brandon, and Dan Dodt of the Bayview Historic Society, met recently to select the preferred artist based on their art concept. The panel selected Cliff Garten, but they were not enthusiastic about this decision. The panel expressed that none of the proposals were specific to the Bayview community or the Bayview Gateway site. For this reason, the panel took a second vote to start the review process again. This second review process would not require issuing a new request for proposals, instead it would take a new look at the submitted proposals with an emphasis on the artists' experience working with communities on site specific art, and producing original and unique site specific work. The panel voted in favor of a second review. The San Francisco Art Commission's Visual Arts Committee, the body that approves art for the Art Commission, endorsed the art panel's decision for an additional art selection review given all the comments received. This second review will start next month, and it will involve reviewing the 176 submittals for the Bayview Gateway artists again with this new selection criteria that will emphasis artists who have site specific work in their portfolio, past experience working with a community on their art pieces, or are willing to do site specific research and interviews for this project.

Questions and Answers
The SWAC wanted someone from the Bayview Community for this project, an artist that the Bayview Community could relate to, and would add a piece of economic value to the community. The selected New York artists did not proposed concepts that were consistent with the project site. Recommended that the SFAC cast a wider net to choose a community member or someone from a similar community such as Oakland.

The panel also wanted to choose an artist who has a sense of a gateway. The gateway piece should be on both sides of the site. The panel also discussed having a local artist. The site is a great opportunity for local art.

SFAC explained that the City's contracting rules do not allow the SFAC to state a specific preference for local art. Geographical preference is not allowed under federal law for contracting publicly funded projects. The Bayview Gateway art project is funded through the 2008 Open Space General Bond. However, through the revised ranking criteria, SFAC staff can consider the likelihood that the selected artist could relate to the community.

The existing SFAC installation at Islais Creek, referred to as the Liberty Ship, was created by an artist from the New York area.

The Bayview community is experiencing a renaissance. The (Bayview Gateway Art) RFP should be made as open as possible. Consult the California Lawyer for the Arts for options for the

selection criteria. Invite more local artists to compete, and be a part of the process. We are interested in artists from other parts of the Bay Area.

Open up the selection process, and involve a community member earlier in the selection process.

We are also concerned about the appropriateness and safety of the selected art. The selection panel should consider pieces that can be permitted, and will not cause potential harm to passersby such as the Alice Aycock piece.

SFAC staff stated that they will be responsible for ensuring that the final art piece can be meet city permit requirements, and are safe and appropriate for the site. They will also broaden the short listed artists for the panel's consideration.

The SFAC did not fund any artists from the Bayview last year. Consider providing more art funding for Bayview artists.

It is not legal for the SFAC to favor one zip code.

The new Bayview gateway art criteria will include the artist's ability to create a piece about the community and this ability will be weighted more heavily during the selection process. How the artists work, and if their process includes community members will be considered.

The pre-selection process screening criteria that SFAC uses should have been longer for this project (included a preference for arts with experience installing art in an industrial setting, and working with a community on an art piece)

2. Red Fish Relocation

Dan Dodt, with the Bayview Historic Society provided an update on the Redfish relocation project. The Port and Bayview Historic Society relocated the Red Fish art piece at Third and Cargo Streets recently. This piece was installed as part of a temporary art program under Mayor Newsome's administration. The Bayview Historic Society has volunteered to be a local steward for this art piece, and to this end manage its relocation. The Bayview Historic Society contacted William Wareham, who is the Redfish artist, and secured his permission to remove the piece and temporarily store it on Port property. The Bayview Historic Society is now also fundraising for the necessary repairs, refurbishing, and maintenance for this piece. The Bayview Historic Society, acting as stewards for the piece, will be seeking the SFAC's permission to install the piece at Mendel Plaza for a five year period. Other locations in Bayview-Hunters Point neighborhood may be considered such as Opera Plaza, Innes Plaza, and Candlestick Point park. The Port has arranged for BAE systems at Pier 70 to re-sand the piece in the interim.

The SFAC is the body that approves all art piece installations in the City, and for this reason the Bayview Historic Society is in the process of seeking their approval for the Redfish relocation somewhere in the Bayview. It is likely that the SFAC will approve the relocation for a two to five year period. The SFAC is apprehensive about a permanent installation because they do not have funds allocated for the long-term maintenance of this piece. The Bayview Historic Society is fundraising for the relocation and maintenance of this piece.

Since the relocation is proposed off site, and the SWAC can only provide recommendations for projects on Port property they could not vote on this item. This presentation did allow meeting attendees to provide their comments to the Bayview Historic Society directly. The meeting attendees, who commented on this presentation, supported the alternative Bayview Opera house location.

3. Southern Waterfront Opportunities

Port Planning Division staff gave an overview of the existing and proposed activity in the southern waterfront area from Piers 80 to 96. This same presentation was provided to the Port Commission on September 23rd. This presentation and the supporting staff report can be found on the Port web site at http://www.sfport.com/modules/showdocument.aspx?documentid=8677

The following is a summary of this presentation. The Piers 80 to 96 area is designated in the Port Waterfront Land Use Plan and Bay Conservation Development Commission Bay plan as a Port priority use area. It covers 190 acres. The area activities generate 629 full-time jobs, and $8.2 million in rent annually to the Port. The recently renewed leases with the concrete batch plants at Pier 92 have invested $11 million in the area. The area tenants at Piers 90-96 operate as an Eco-Industrial park where products are created, recycled and reused on site. For example, Hansen Aggregates at Pier 92 provides the raw product that is used to make cement and concrete at the area batch plans. Sustainable Crushing, which is located at the Pier 94-94 backlands, reduces the cement from area demolition projects into a fine sand that can be used in the production of concrete for sidewalks and curbs. The waste from area operations are also diverted or minimized on-site through green infrastructure referred to as bioswales.

The Pier 90 to Pier 96 area also has some significant vacancies. It has approximately 20 acres of unimproved land available at an area referred to as the Piers 96-94 Backlands, and another 15 acres of improved land that is underutilized or waiting to be leased.

To address these vacancies, the Port has been working with the Department of Public Works to design leasable pads for the Backlands area. The Port will be seeking capital funds to complete this project. The cost estimate for this project is approximately $10 million. The annual rent for the proposed leasable pads is approximately $2 million annually. The proposed uses for these pads must be consistent with the Port priority use designation and 10-year interim leasing policy for non-maritime uses. Given these restrictions, the uses considered for the pads are construction laydown and storage. These uses would be compatible with the area activity, and require little site investment. The Port has investigated the site's ability to have buildings to generate greater revenue to the Port and additional jobs. This study determined that the site would need a significant land investment including pile driving to make the site safe for new buildings. The Piers 94-94 Backlands area was created with unengineered landfill, and operated as an unofficial dump for many years. Thus new buildings, roads, and utilities may subside, crack and sink if installed at the Piers 94-96 Backlands without significant structural improvements to the land. The allowable maritime and industrial uses for the area do not a generate rental revenue that would support the needed significant structural investment to support new buildings at the site.

The following is the proposal for the other underutilized and or vacant areas between Piers 80 and 96.

Jim Maloney with the Port Maritime Division provided an overview of the activity at Pier 80 which operates as an omni terminal and most recently has received and stored for distribution break-bulk items for major project in the City such as the central subway project. The Western Pacific Site which is adjacent to this terminal, is not leased, and could serve as additional terminal backlands for the Pier 80 terminal.

Pier 96 Iron Ore Terminal Opportunity: The Port Maritime Division, with support from Port Commissioner Willie Adams, is pursuing an Iron Ore terminal operation at Pier 96. There are several Iron Ore mining sites in Nevada. These prospective mining operators are looking for ports on the west coast to ship this raw product to China. Port staff has met with these mining operators to explain the Pier 96 assets and possible improvements. Pier 96 currently has on-dock rail and deep water berths. The rail on-site could be extended with a new rail loop between the Backlands rail yard, referred to as the Intermodal Container Transfer Facility (ICTF), and the

Pier 94-96 berth for this iron ore terminal operation. This new rail loop would allow an iron ore terminal operator to move Iron Ore shipments from the train to the dock efficiently. To prepare for this opportunity, staff is working with Union Pacific ("UP") to come to an agreement on using the UP line for the expected rail movements from this terminal operation. Staff is also working on getting federal funding for the mentioned rail improvements and required permitting. Additionally, staff has contracted a geotechnical firm to provide information on the structural conditions of the terminal site area to confirm that the area can operate as an iron ore terminal with an expanded on-dock rail loop as proposed. The firm will provide guidance on the ideal location for the rail loop and any necessary heavy equipment for this operation. The expected operation at Pier 96 would have six trains and one ship load per week.

Asphalt Batch Plant: The Port has renewed its conversations with the Department of Public Works ("DPW") to pursue an asphalt batch plant to replace the City's Asphalt batch plant. An asphalt batch plant within the City limits would reduce truck travel outside of the City for asphalt to complete the City's expected new roadway improvement projects. For this proposed property conveyance, the Port would lease the land designated at Pier 94 for an asphalt batch plant, which is approximately five acres to DPW. DPW would solicit asphalt batch plant operators to sublease the property. This operator would have to comply with all City and Port leasing requirements including the Port's Southern Waterfront Beautification Policy.

The SWAC supports this proposed direction

Will the Caltrain electrification project have an impact on this project?
The Port has been working through the Freight Rail Users group to maintain freight rail use on the Caltrain line, and have been in conversations with Caltrain about this project. The Caltrain electrification project will have to fix the tunnels or ask for waiver**? Did I hear this correctly?**

The Pier between the Pier 96 recology sheds and Heron's Head park is falling apart. What is the Port doing to address this collapsing Pier?

The Pier is known as the Lash pier, and it does not represent an impediment to maritime berthing or other activities given its location. The Port has received a cost estimate for removing the Pier. The estimated cost to remove this deteriorated pier is $1 million. The Port has not pursued this project because of the costs, and because the Port has other structures in the Bay that pose a greater risk to Bay safety or operational risks to maritime or water craft recreation than the Lash pier, and thus they have higher removal priority.

Will this (pier removal) project happen within my life time?

It may. Port staff will report on this project, and the removal of other pile and pier removal projects.

The United States standards for railcar movements are higher than in England. In England rail cars can carry cars stacked four cars high for auto transfers. The Channel Tunnel is 19 feet in height, so a height increase is already expected for the electrification wire. The Metropolitan Transportation Commission has funding to reduce pollution and support goods movement. Can they be pursued for tunnel height improvement funds and to increase rail car movement capacity?

Port staff will follow-up with MTC on goods movement funding???

Cargo Way is in bad condition. Need to accelerate replacing the roadway.

The project would involve more than repaving. The roadway is on un-engineered fill and is subsiding. The project is a DPW roadway repair project and requires total reconstruction and resurfacing. **Did we provide a time-line? If not we, should get an update from DPW**

An Asphalt Batch Plant at the Port would make this a Greentown. Also not recycling asphalt would be an ecological disaster. Asphalt could be made and recycled at the Port. The newer Asphalt mixers are also more durable. What is DPW's role in this project?

DPW would lease the asphalt batch plant site from the Port; secure all the necessary permits, and an operator. The Port will present the asphalt batch plant Request for Proposals and release date to the SWAC.

The SWAC supports all the proposed activities presented for the Southern Waterfront Piers 80 to Pier 96 area and endorses the Eco-Industrial Park concept. The SWAC is interested in uses that are job generators. The SWAC also wants to make sure the area truck routes are maintained, specifically access to the area freeways. Access for large trucks to the freeways should come first. Increased Rail capacity should also be pursued.

Port requests any recommendations for outreach on the southern waterfront plan beyond the SWAC.

4. Port Waterfront Land Use Plan Review

Diane Oshima with the Port Planning Division provided an overview of the Port Land Use Plan Review Report, which can be found here http://www.sf-port.org/index.aspx?page=2491. This Report provides a comprehensive review of changes on the Port waterfront from 1997-2014. Diane provided a summary of the Report, and highlighted the accomplishments and goals particularly for the Southern Waterfront. Beyond informing the public about the Port, its mission and changes that have taken place on the waterfront over this period, the purpose of the Report also is to present staff recommendations about issues that may require further public review and updates to the Port's Waterfront Land Use Plan. The Report has been published for public review and comment. Staff invited the SWAC to provide comments on the Plan review by September 30, 2014.

Have you heard that Heron's Head Park is toxic? How did this area look before it was filled, and before roads and paving?

I hear that in ten yeas all the new development will be in the Bay. Sea level rise will flood this area. If there is an emergency plan, it is not getting distributed.

SWAC has been working with Port staff for many years to prioritize maritime uses of the cargo terminals and compatible industrial and leases in the backlands area, and are very supportive of iron ore and bulk cargo business opportunities that Port Maritime staff has been developing.

5. Quint Street Bridge Replacement and Oakdale Station projects

Port staff presented a construction opportunities flyer for the upcoming Quint Street Bridge Replacement and Oakdale Station projects. This flyer provided information on an upcoming meeting to explain the project; the project's contracting opportunities, and networking and training programs for these contracting opportunities, and the project site.

6. Public Comments

Staff from Matter of Trust, an eco-center at 17th and Mission Streets in the Mission District, presented information about their organization. The primary goals of the organization are to identify and develop solutions for sorting waste and manmade surplus into useful materials for redistribution within communities and to research innovations in renewable resources, highlight experts, mobilize public support, and celebrate advances.

Supporting these goals, the Trust created an online database program in 1998 that matches business, nonprofits and household item donations with the wish lists of those nearby that can accept drop-offs or provide pick-ups.

Through their Clean Wave program, Matter of Trust collects hair donations to produces hair "booms" and mats, and coordinates large-scale efforts to clean contaminated water in rivers, oceans, and storm drains. For the November 7, 2007 oil spill from the Cosco-Busan cargo ship that accidentally hit the San Francisco Bay Bridge and spilled 58,000 gallons of bunker fuel, Matter of Trust coordinated volunteers to place booms and mats on Bay Area beaches.

Matter of Trust staff left brochures about their organization and invited meeting attendees to use Matter of Trust as a resource for donations including hair donations, and for reuse and recycling solutions and products.

At a future meeting, can we have an update on the Islais Creek Copra Crane, and lighting?

MCAC
Maritime Commerce Advisory Committee

Port of San Francisco – Pier 1 – San Francisco, CA 94111

Thursday, November 20, 2014, 11:30pm-1:00pm

Pier 27, Second Floor (Blue Room)
Meeting Summary Notes

Attendees:

Shawn	Bennett	Baydelta Maritime
Brad	Benson	Port of San Francisco
Joe	Boss	Maritime Consultant
Bill	Butler	Jerico Products
John	Cinderey	SF Bar Pilots
Peter	Dailey	Port of San Francisco
John	Davey	Port of San Francisco
John	Doll	Port of San Francisco
Bill	Dunbar	BAE Systems
Tom	Escher	Red & White Fleet
Aaron	Golbus	Port of San Francisco
Bobby	Guillory	ILWU 10
Carolyn	Horgan	Blue & Gold Fleet
Ellen	Johnck	Ellen Joslin Johnck RPA
Denise	Lum	Port of San Francisco
Jim	Maloney	Port of San Francisco
Bernie	Meyerson	Multi Material Mgmt
Michael	Nerney	Port of San Francisco
Roger	Peters	Maritime Consultant
Gerry	Roybal	Port of San Francisco
Veronica	Sanchez	Masters, Mates & Pilots
Eric	Smith	SF Bay Rail
Dave	Thomas	San Francisco Water Taxi
Denise	Turner	Port of San Francisco
Anita	Yao	Port of San Francisco

1. **Maritime Update by Port Staff:**
James R. Herman Cruise terminal at Pier 27

- The new terminal is named after James R. Herman, former SF Port commissioner and ILWU president.
- There is an audio/visual tribute to JRH which will be officially christened January 2015.
- There have been 15 cruise calls since the grand opening of Pier 27.

- The JRH cruise terminal includes an area for Customs; has shoreside power to mitigate air pollution; building has fritted glass for birds safety, 3-acre park, etc.
- Other than cruise ships, the facility is used year-round for special events.
- BCDC mandated public access throughout Pier 27.
- 2015 will be a record year with 81 ship calls and 300,000 cruise guests.

SF Fleet Week 2014

- Seven ships and approximately 3,000 sailors came to San Francisco for Fleet Week, October 8-14, 2014.
- There was a Parade of Ships on Friday, October 10, 2014.
- The Blue Angels air show ran from October 10-12, 2014.
- USS America, the newest navy ship, was commissioned at Pier 30/32 on October 11, 2014.
- Fleet Week was considered a huge success. **(http://www.fleetweek.us/index.html)**

2. **BAE Systems New 20-year Lease**

- Ship repair is a key component in the bundle of Port maritime businesses.
- The current lease will expire in 2017.
- MCAC will write a letter to the Commission in support of the new lease negotiations.
- Please view the BAE presentation for more information: **http://sf-port.org/Modules/ShowDocument.aspx?documentid=9140**

3. **Piers 80-96 Maritime and Eco-Industrial Improvement Plan**

- On September 23, Planning and Development, Real Estate, and Maritime Divisions presented to the Port Commission on the current activities and the future plans for the Southern Waterfront.
- Please view the Southern Waterfront presentation: **http://sf-port.org/Modules/ShowDocument.aspx?documentid=9141**
- For detailed information, please view the minutes of the September 23 meeting presented at the Port Commission, item #7: **http://www.sfport.com/modules/showdocument.aspx?documentid=8966**
- Once the RFP is out for bulk export facility, MCAC would like to revitalize the Pier 80-96 subcommittee which has been dormant for some time.

4. **Waterfront Land Use Plan**

- The current Waterfront Land Use Plan was adopted by the Port commission in 1997.
- Please click link below to view the updated Waterfront Land Use Plan. **http://sfport.com/index.aspx?page=2491**
- The Port invites public comments through November 14, 2014.

5. **Other**

- Hyde Street Harbor is full due to crab season opening this week.
- Drydock #1 has been removed from Pier 50 and is now getting scrapped in China.
- Star Princess will be in drydock next month generating approximately 50k man hours.

6. **Next MCAC meeting – Thursday, January 15, 2015, 11:30 – 1:00, Pier 1, Bayside 1 & 2**



SAN FRANCISCO
PORT COMMISSION

DECEMBER 16, 2014
MINUTES OF THE MEETING

MEMBERS, PORT COMMISSION
HON. LESLIE KATZ, PRESIDENT
HON. WILLIE ADAMS, VICE PRESIDENT
HON. KIMBERLY BRANDON
HON. MEL MURPHY
HON. DOREEN WOO HO

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MONIQUE MOYER, EXECUTIVE DIRECTOR
AMY QUESADA, COMMISSION SECRETARY

CITY & COUNTY OF SAN FRANCISCO
PORT COMMISSION

MINUTES OF THE SPECIAL MEETING
DECEMBER 16, 2014

1. CALL TO ORDER / ROLL CALL

Port Commission President Leslie Katz called the meeting to order 3:15 p.m. The following Commissioners were present: Leslie Katz, Kimberly Brandon and Doreen Woo Ho. Commissioner Willie Adams was unable to attend the meeting due to union negotiations and Commissioner Murphy was out sick.

2. APPROVAL OF MINUTES – November 18, 2014

ACTION: Commissioner Woo Ho moved approval; Commissioner Brandon seconded the motion. All of the Commissioners were in favor. The minutes of the October 28, 2014 meeting were adopted.

3. PLEDGE OF ALLEGIANCE

4. ANNOUNCEMENTS – The Port Commission Secretary announced the following:

A. Announcement of Prohibition of Sound Producing Electronic Devices during the Meeting: Please be advised that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing of or use of a cell phone, pager, or other similar sound-producing electronic device.

B. Announcement of Time Allotment for Public Comments: Please be advised that a member of the public has up to three minutes to make pertinent public comments on each agenda item unless the Port Commission adopts a shorter period on any item.

5. PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA

6. EXECUTIVE

A. Executive Director's Report

- Star Princess in drydock – December 9-18, 2014

Monique Moyer - Today is an important day for all of us in many different ways. As you know, back in 2008, the Port with BAE and Princess Cruises made an investment in our DryDock #2 so that we could service the Post-

Panamax ships, ships that are too large to traverse the Panama Canal. We are happy to report that right now, the Star Princess, which is a Post-Panamax cruise ship, is in DryDock #2 for regularly scheduled maintenance docking. She'll be there for approximately 10 days. She went into drydock on December 9, 2014 and she will emerge on December the 18. This work results in approximately 50,000 employee hours from 10 different trade unions. It's a very good opportunity for the Port and for local families. This is the equivalent of 30 full time jobs for a year.

The Star Princess has been home ported at the Port and has made 26 cruise calls to San Francisco in the past year. We've been very privileged to have that kind of attention from the cruise lines and to be able to service the ship through our brand new cruise terminal at Pier 27, the James R. Herman Cruise Terminal. Once the drydocking is complete, the Star Princess will shift to Pier 27 and pick up 2,650 passengers and probably another 1,000 crew where she will embark on a 16 day round trip Holiday Hawaiian cruise.

If any of you have an urge for warmer climates, hop aboard and go on out to Hawaii and you'll be back on January 3rd. If you miss that opportunity, she'll depart again on January 3rd for Hawaii. It's a great opportunity for all of us. My kudos and thanks to the BAE personnel who are here today as well as the ILWU personnel that are here today, and of course the Port staff who altogether have worked collaboratively for years to be able to position the Port. We're really privileged to have all of that great work.

- In Memorium – Port Commissioner James Michael Bouskos

Monique Moyer - Unfortunately today, I have two memoriums to mention. The first is former Port Commissioner James Bouskos, which is not listed on the agenda. Commissioner Bouskos was a Port Commissioner from 1988 to 1992. He served during Mayor Art Agnos administration. He was born in San Francisco in 1948 but actually grew up on the peninsula. Commissioner Bouskos spent his childhood working at the family's Continental Markets, a family grocery business and eventually became a co-owner, running the market with his brother and a partner.

Together they founded many successful companies including restaurants, title insurance companies, international trade, real estate development companies, and eventually he found his way to the Port of San Francisco as a Port Commissioner. Commissioner Bouskos was here during the 1989 Loma Prieta earthquake and obviously during the heavy discussions on whether to repair or to remove the Embarcadero Freeway. Thankfully as we all know, the Embarcadero Freeway was removed to the great benefit of the Port today.

He has been part of a terrific legacy that we are all enjoying currently and hope to enjoy for many more generations. Commissioner Bouskos also earned the first ever San Francisco Human Rights Commission Award for generating economic opportunity for women and minority owned businesses.

He was also awarded the Order of Maritime Merit with the rank of Commander for distinguished service, which I suspect our own maritime staff presented to him. But it made it into his obituary, so it's a proud moment for all of us. We thank him for his tremendous service some time ago that we are still benefitting from today.

- In Memorium: Jennifer Entine Matz (April 6, 1969 - December 5, 2014), Director of Waterfront Projects, Office of Economic & Workforce Development

Monique Moyer – A little bit closer in time today, at the James R. Herman Cruise Terminal, there was a memorial service to celebrate the life of Jennifer Entine Matz. Jennifer, as you all know, served as the Director of Economic Development and Workforce Development for the Mayor's Office, first under Mayor Newsom and then under Mayor Lee. Approximately two years ago, she took over something called Waterfront Development and decided to spend her time full time with the Port and our developers on three marquis projects - the Pier 70 project with Forest City and Orton Development, the Seawall Lot 337 project with the Giants and the prior Warriors Pavilion project at Piers 30-32.

Jennifer was also very instrumental on working with all of us on the 34th America's Cup. The negotiations ensued for, it seemed like forever, but she was a very big part of that and she was a big part of making sure that the event came off without a hitch. As well all know it was a great success.

Jennifer got her start in San Francisco by working on Bevan Dufty's first campaign for Supervisor to the Board of Supervisors. Then she became an aide to Supervisor Michela Alioto-Pier which is where I first met her. As I mentioned, she went on to serve in Mayor Newsom's Office of Economic and Workforce Development.

Jennifer as you know was fairly young and is the mother of two very young teenagers, Madeleine who is 15 and Tobias who is 13 and a beloved friend to all of us. Public service really was her life. Her father lives in South Beach and is often seen exercising along the Embarcadero. She took her responsibilities with the Port very seriously but also with a lot of fun.

I've spent many a time giggling with her over the most mundane things, typically the fact that we both have Chia Pet hair especially on a day like

today, which for those of you that have straight hair, you probably never think twice about it. But for those of us who don't have straight hair, today is a terrible weather day. We would often be comparing notes, "What product do you use?" And, how do we get our hair down for whatever pictures were going to be taken.

Jennifer always had a really good sense of humor whenever she appeared in the paper and her hair was little larger than maybe she wanted it to be. She was very agnostic about that in many ways.

As I mentioned, today the family held a Quaker memorial service, which was quite lovely, at the Pier 27 cruise ship terminal. They were anticipating 400 people. I would say about 450 people attended of all age groups, including family and friends from back east as well as her children and her children's friends and teachers. It was just a really important memorial. It's really significant that the work that Jennifer has done here at the waterfront will live on for her family, for her children and for the generations that come after in her family. I hope that we all, as we take our walks along the waterfront, can stop now and then to remember Jennifer.

Commissioner Katz – I also wanted to comment about Jennifer, having attended the service this morning. We really have truly lost a member of the Port family. As Monique said, she leaves behind a tremendous legacy here along the waterfront, from the Cruise Terminal to having helped bring America's Cup here and Pier 70.

I probably met Jennifer over 10 years ago now, where she helped bring a renewable power project to the City and County of San Francisco and that's how we became friends. There are so many things around the city that Jennifer really had her hand in, but we consider her part of the Port family. Having heard her daughter speak today at the service, I know that her real legacy is in two amazing children she leaves behind, Madeleine and Tobias. I know the Port family will embrace her children as part of our family as well.

Jennifer was a friend to so many of us. She was more than a colleague. She had that incredible ability to go right to an issue, to see right to who somebody really was and connect with them. As we heard person after person speak today including her children's friends who said how much she meant to them, we all have had that kind of relationship with Jennifer where it just was something really significant. It was well beyond just a work relationship.

She had that GSD ability, "Get Stuff Done." And she really did that and inspired all of us to do that as well. It really is a loss for all of us. She was one of those special ones who engaged in public service. We really are all

so much better off for her having been part of our civic family as well as having been our friend. What she has done is asked all of us to be better both by her words and by her example. As we continue our work as public servants, we all will be able to keep Jen in our hearts and minds as we strive to do that much better.

I hope that her children realize how significant an impact Jen has had on so many of us, as well as on our waterfront. If we could, for just a moment, have a moment of silence in keeping with the Quaker service that Jennifer had earlier today and that she wanted. We'll sort of continue that moment, if we could, here at the Port meeting today.

Commissioner Woo Ho - I was also at the service and not to repeat on all the comments that have been made but I was totally blown away by the number of people who showed up for her service. For those of you who weren't there, there were people standing. It's so amazing to have that many people show up at a memorial service and that came from both her personal family and professional. My acquaintance with Jennifer is probably more professional. When she took over as the Waterfront Director and I was President of the Commission, we tried to get together and have lunch and sometimes with Monique. I almost stood up and said something but I didn't in respect for giving the other people opportunity. What I wanted to say, however, was that Jennifer was always optimistic.

I'd talk about an issue and a problem and she'd say, "Yeah. But we'll find a solution." The thing that I will remember most is that she had a tremendous amount of optimism in terms of making things work and she did not let herself get bogged down, as we know with a lot of the process and issues and the politics that we obviously had to deal with the projects she was facing. That's the memory that I have of her. It was a very moving service to see so many people out there and the city family showed up such as the Supervisors and everybody else.

It was very nice to see that. Some of the sentiments that were expressed were very genuine. Many of the poems and the words that were said, and I guess her sister said, "You know, we're going to have hope until there isn't any hope left." It was very moving. To be honest, when she was appointed Director for the Waterfront Projects, we were not sure exactly how that relationship was going to go.

It was a little bit rocky in the beginning but over time with her determination and Monique working with her, and we're all talking that relationship actually blossomed and it became a full, productive relationship. It could've gone the other way, but it didn't and that's to her credit and to the credit of our people as well. We weren't sure how to read into that relationship in the beginning but it worked out very well.

We were very sorry when she was not able to continue that but obviously, her staff and the others that are in her shoes now are continuing that relationship and everybody is bringing value to the table.

Commissioner Brandon - I agree with everything that's been said and we're going to really miss working with Jennifer.

Brad Benson - Dating back to the America's Cup, I had an opportunity to work with Jennifer almost on a daily basis. She worked with so many of us on the staff throughout the Port. The Commission has been very eloquent about what she meant for the waterfront and the city. We heard in the service today, she's so smart and such a problem-solver and so passionate about working for the city and she did it with grace and wit and caring about people. We're all going to miss her.

B. Port Commissioners' Report - Without discussion, at this time Commissioners may make announcements regarding various matters of interest to the Commissioner(s).

7. CONSENT

A. Request authorization to terminate the Public Trust over Daggett Street pursuant to SB 815 (Senator Migden; 2007) and adopting findings pursuant to the California Environmental Quality Act related to the proposed transfer. (Resolution No. 14-62)

B. Request authorization to advertise for competitive bids for construction Contract No. 2772, Pier 49 Wharf J1 Under-Pier Sewer Pipes Replacement Project. (Resolution No. 14-63)

C. Request authorization to award Construction Contract No. 2769, Port Security Fences Project, Phase IV, to Golden Bay Fence Plus Iron Works, Inc. in the amount of $406,131, and authorization for a contract contingency fund of 10% of the contract amount (or $40,613) for unanticipated contingencies, for a total authorization not to exceed $446,744. (This action constitutes the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.) (Resolution No. 14-64)

ACTION: Commissioner Brandon moved approval; Commissioner Woo Ho seconded the motion. All of the Commissioners were in favor. Resolution Nos. 14-62, 14-63 and 14-64 were adopted.

8. MARITIME

A. Informational presentation on Pier 80 Cargo Update and Marketing Initiatives in conjunction with Metro Ports and the International Longshore and Warehouse Union.

Jim Maloney, Port's Maritime Division - I'm here today to give you an update on the cargo business at Pier 80 and some initiatives that we're taking to generate more business at the facility. I'd like to especially thank Commissioner Adams, who unfortunately is not here today, for asking us to come give this presentation.

I'll go ahead and talk about the existing business briefly at the facility and then I'll turn it over to our terminal operator and marketing partner in the facility, Metro Ports. We also have members of the International Longshore and Warehouse Union, the ILWU, who will get up and say a few words at the end of the presentation.

The Port of San Francisco, as you're aware, handles both bulk and breakbulk cargo at Piers 80 through 96. The bulk business has been doing particularly well, in fact we're on track to have a record year this year with our bulk business. We're projected to move about 1.7 million tons of bulk cargo which is primarily aggregate and sand that goes into construction, primarily they're inputs for concrete that are going into local construction market. We're working on some initiatives to even build on that bulk business including potentially building a facility at Pier 96 that could handle iron ore and other export products.

The breakbulk cargo market, on the other hand, is not doing quite as well. It was affected by the financial downturn five years ago and it still has yet to recover. The volumes have been down. However, we're seeing signs and we're also working on initiatives that give us optimism that in 2015, we'll see some of those volumes return. We'll see that we're not only looking to bring back the cargo that we've had in the past, but we're taking some innovative strategies to reinvigorate and also reinvent Pier 80 to find new cargos and create jobs at the facility.

Breakbulk cargo is non-containerized general cargo that is unitized and can be loaded into the hold of vessels, or unloaded. Project cargo is particularly big and bulky breakbulk cargo. This is the type of cargo that we handle at Pier 80.

Pier 80 is located to the right of the graphic you see in front of you. It's at the end of Cesar Chavez Street, the east end. We're a short distance from both Interstate 80 and US Highway 101 so we've got good truck ingress and egress to and from the facility. It's also directly rail-served via the Illinois Street Bridge.

It's about a 69 acre facility, former container terminal, lots of open lay down space for big cargos, well suited. We've got about 400,000 square feet of covered storage space at the pier. There are four dockside gantry cranes that can augment the shipboard cranes for loading and unloading cargo. We have direct rail access which we're hoping to take advantage of. We're also trying

to take advantage of the fact that we have Foreign Trade Zone #3. We're trying to work to see how we can leverage the Foreign Trade Zone to help us to reinvigorate the pier as well.

A lot of the breakbulk cargo is steel products, like steel tubing. Pipe, rebar, structural steel like H-beams. We also bring in a lot of steel coils that are used in manufacturing, things like auto parts, parts for residential homes and that sort of thing. This picture shows a graphic of steel pipe and steel coil coming off a ship simultaneously. Metro Parks and ILWU labor are working side-by-side to discharge this Grieg Star vessel.

In July of last year, we had two different ships come in with the parts for the central subway tunnel boring machines. They look kind of funny, but when you put all these parts together, they created the machines that have now bored the tunnels for the Central Subway.

In May we had a ship that brought auto assembly equipment from Japan to Pier 80. We're also getting some additional auto assembly equipment. This is part of an assembly press that's going to be used for their new X-model crossover utility vehicles that's going to be introduced next year.

We've also brought in yachts and boats. This vessel is discharging some yachts directly into the water from the deck of the ship. This vessel came in a few years ago, a BBC Chartering vessel that brought in some production, or rather power plant machinery that was being used to build a power plant up north of Sacramento.

Some other products that we bring in are windmill parts, transformers and brewery tanks. In fact, we're hopeful to be bringing in Anchor Brewing Company's brewery tanks to Pier 48 when they eventually start building that brewery.

We have direct rail access. Our Port tenant, San Francisco Bay Railroad switches and brings in cargo directly from the rail yard to Pier 80 and vice versa. As you recall, we had a train for America's Cup gear that came into Pier 80 directly last year.

Union Pacific Railroad is the Port's rail connection to the national freight rail network. We're working closely with Union Pacific Railroad to see if we can develop new opportunities and widen the geographic scope of where we serve and deliver cargo to and from.

We're also working jointly with Metro Ports and have our own advertising campaign that we try to get word out through trade publications and other press to let people know about our facility. This is the latest ad that we have been placing in trade publications. We also are placing ads in eMedia, eNewsletters and other online and electronic sources.

We are regularly attending trade shows. This is our booth at the recent Breakbulk America's conference in Houston. We'll also be attending the Breakbulk Asia conference in Shanghai once again in March. The last two years, Commissioner Adams, as you're aware, joined us and helped us with meeting with clients and trying to promote the Port. We've had ILWU officials go to the Breakbulk America's conference in the past as well.

We've gotten a lot of support and have partnered with labor and Metro Ports. In fact, we also annually have a joint customer reception where we invite carriers, shippers, importers, logistics companies to come and meet together and we co-host this with Metro Ports again to promote our facilities.

I would like to introduce my colleagues and our marketing partners from Metro Ports who operate Pier 80. They're going to give you a little bit of insight about our future plans at Pier 80. Mike Giovi is the Chief Operating Officer of Nautilus International Holding Company which is the parent company of Metro Ports and Metro Cruise. John Allen is the Director of Business Development for Metro Ports.

Mike Giovi, Chief Operating Officer with Nautilus International Holding Corporation - We're going to discuss four aspects during this presentation. First, a very brief history of Metro so you have an idea of exactly who we are and how long we've been around. We'll follow that with some specific attributes that we see of Pier 80 which are favorable and beneficial for customer use. From there we'll go with some marketing efforts that we're going to be utilizing with some of the current and past customers of Pier 80 and then business opportunities that we're looking at for potential new customers in Pier 80.

Metro's been around since about 1852. The company started as California Stevedoring and Ballast Company here in San Francisco. It was originally founded by two Danish sea captains. Seventy one years later in 1923, Metropolitan Stevedore Company, a corporation, was incorporated. In 2004, we decided to put a holding corporation, Nautilus International Holding Corporation in place as basically the top level holding corporation for everything underneath it.

We're a very closely held, mostly family oriented organization. We're headquartered in Wilmington, California, right between the Ports of Los Angeles and Long Beach. In about 12-15 months, we will in fact be moving to the City of Long Beach where we have a building being built for our new headquarters around the end of 2015 or early 2016.

As a whole, the company was primarily a West Coast oriented company doing business in Los Angeles, Long Beach and San Francisco up until about the late 1990s, early 2000s. We then expanded south to San Diego, north to

the Northwest and then gradually to the Gulf and East Coast. To a point where we now have locations on the East, the Gulf, the West Coast as well as 21 plus port locations in more than nine states, as well as in Prince Rupert, British Columbia, Canada.

As you can see from the organizational chart, Nautilus is basically the top level. I didn't mention Metropolitan Stevedore Corporation in there mainly because of the fact that it is really the company between Nautilus as well as the operating companies. But we have four operating companies that are in place under Metropolitan Stevedore Company. Metro Ports, Metro Cruise, Metro Shore and Metro Risk or Metro Risk Management.

Metro Ports is our bulk and breakbulk cargo handling company. Within the last couple of years, we have handled more than 10 million tons of bulk and breakbulk cargo. Within the next 12-15 months, we expect that number to eclipse 12 million, possibly even 13 million. We've been doing business with the Port of San Francisco as Metro Ports since mid-2008.

Metro Cruise Services is our cruise oriented business where we provide stevedoring and terminal operation to the cruise line as well as various ports. The adjunct, our sister company to Metro Cruise is Metro Shore Services which provides ships agency, ground handling, shore excursions as well as special event coordination for the terminals during slow seasons or during the seasons where they're not being used by the cruise terminals.

As you all know, we've been in business with the Port of San Francisco handling the cruise business since about the mid 1970s first at Pier 35 and now at both Pier 35 and Pier 27. Metro Risk Management is a claims management company. It's basically a third party administrator. We were a self-insured company up until a few years ago. We used the experience that we gathered as a self-insured company and set up a third party administration company where we provide services to the self-insured security fund of the State of California.

With that, let's get into the main gist of the presentation which is Pier 80. What do we see as the benefits of Pier 80 and how can we go ahead and increase business in Pier 80? First of all, we see Pier 80 as being the only breakbulk terminal within the Bay. Oakland no longer does breakbulk. There is some discussion of whether or not they will be doing breakbulk in the future but that's a bit of a ways off. Right now they're not doing breakbulk.

Richmond is shut down and no longer doing breakbulk. Stockton, which is 75 miles away, is doing some breakbulk. Granted it's minimal, but it's not within the Bay. Pier 80 has a well-designed lay down area within the terminal for both segregation and compilation of various project cargos. It also has more than suitable covered warehouses which need to be marketed appropriately.

As for draft for large vessels, between C berth and B berth, the draft ranges from 38 feet to 40 feet which is better than what most port locations have where you're looking at 36-38 feet. We also have minimal deviation to reach the terminal. By that I mean, very good rail, very good street access.

Lastly, it's suitable for a number of commodities. Specifically, autos, steel, forest products and a number of project related cargo that could be handled on a spot basis.

From a marketing effort, one of the things that we really want to do initially is to go ahead and utilize some of the relationships that we have with current and past customers and increase business over at Pier 80. One of which would be Saga Forest Carriers which we see as being very much steel oriented. They have expressed some interest in moving some business over to Pier 80. A lot of it is going to occur over time because the steel industry is still trying to revamp from the financial crisis of 2008.

We also have Grieg Star where we're looking at steel as well as some project cargo, mainly bauxite related. Gearbulk, steel materials again, various bulk materials, mainly gypsum and slag from the cement side of the house. We'll be looking at project cargos with BBC Chartering mainly from machinery and equipment and then Oldendorff Carriers. Oldendorff is primarily a bulk carrier, but we'd like to be able to utilize that bulk business to drive some breakbulk business. We have a pretty good relationship with Oldendorff where we feel as though we can do that.

I'm going to turn the presentation over to John Allen, our Director of West Coast Business Development, who will discuss some business opportunities that we're currently in negotiations with for Pier 80.

John Allen - I want to quickly go through some of the business opportunities that we're currently working on for Pier 80. I want to emphasize the fact that being the only facility within the Bay is quite important and that needs to be considered in the long-term as well.

The first item is a product coming out of Canada that currently is under contract with Canadian Rail. The volume is very considerable. It's no longer able to move on rail because of the shortage of rail cars, so it's being trucked down. They've approached us with the possibility of shipping it down by ocean and then discharging at Pier 80 and using Pier 80 as a distribution center, which I think is a great idea. Because we have the covered facility capability and, as has been pointed out, it's close to the freeway, which is great.

The next item is gypsum in bulk. Gypsum is a product currently used for agriculture for fertilizer and it would be moving down to the Gilroy area. It moves into Stockton for the Central Valley, so we wouldn't be pursuing that

business. But this business has good potential because there's no other facility in the Bay that can handle it. That customer is someone that we've been working with for quite some times.

Commissioner Katz - Could you go back on the Canadian forest products? Could you talk about what exactly are those products?

John Allen - OSB (Oriented Strand Board) is a product. It's like plywood for siding and roofing. It comes in 4x8 foot packages and it's easy to handle.

Another bulk material but moving in jumbo bags is lime. We're working with a customer based up in Vancouver, BC. They do a lot of domestic business within the U.S. right now and they've got a good relationship with the U.P. They've just set up a staff in South America to sell the material and have approached the Port to utilize Pier 80. They would come in on rail cars and then be transferred, and then loaded in bulk into vessels.

The next item, Jim has probably put more effort into it than we have, and it relates to auto imports particularly coming out of Mexico. There are a couple of carriers that come up from Mexico discharging automobiles along the coast and there's a shortage of capacity in San Diego and in Port Hueneme. We feel that Pier 80, given the design of the area is suitable for automobiles - small volume, not the big volume that go on rail inland, but mostly for local distribution.

Containerized bulk materials, it's actually we're looking at copper concentrate as an export coming out of Arizona/New Mexico. It would move in a specialized container that travels by rail. It gets picked up and dumped into the vessel and then back onto the rail and off it goes. We've been approached to move this product at numerous ports along the west coast. We think Pier 80's good because it has the capacity and the rail connection. Given the high value of the material and the fact that there are several mines that are just being started up, we think it has great potential.

This next item is something that actually just came in the last month or so. It's a U.S. flag carrier that's interested in bringing in used military equipment from the Middle East and then as a back haul, loading cargo back out. We're meeting with them this Friday. They've expressed interest in developing a monthly service, so there'll be more on that. That would be unique to everything else we're looking at, because it's more of a traditional service with a monthly call.

Probably the one that has the most potential. if you look at what's going on along the coast, particularly in Southern California, there's a shortage of capacity of the ports. Vessels have to wait and there are only two terminals to handle this material. We feel with enough time and effort, we could probably talk to some of the carriers and get them to consider Pier 80 as a centralized

discharge port for distribution because much of the material is going throughout California, not just Southern California. This is an ongoing effort that involves working with steel buyers, steel shippers, and the carriers.

Lastly, we're engaged in the various industries that we're trying to solicit business from. The steel industry, for instance, this organization, we were just back in New York meeting with them. The Breakbulk conference, Jim talked about. Wind Energy -- these are all organizations that are pertinent to developing business for Pier 80.

Jim Maloney - I would like to go introduce my colleagues from the International Longshore and Warehouse Union as well and invite them to come up and say a few words if they'd like. First of all, Melvin Mackay, the President of Local 10 is here as well as Farless Dailey, Secretary/Treasurer and Felipe Riley from Local 10.

Melvin Mackay - Over the last 20 years, I have had an opportunity to work at Pier 80 offloading coils, rebar, rice, paper, containers. Since 2008, it hasn't generated too much revenue for the City of San Francisco or for the Longshore Division. This would be a nice opportunity to get back to what we used to. San Francisco is a place where we've loaded and offloaded ships for many, many years. This place has been dormant for quite some time.

We've worked with Metro for quite a few years. Knowing how well we can work together, how good it would be for the City of San Francisco, it would be nice to have them back in business, having revenue coming back to the City of San Francisco, having the Longshore Division back at work in San Francisco. It would be nice to give these people and opportunity to get back to business, get back to work, get that terminal open.

We've had an opportunity over the last six years, maybe eight jobs. Each one of those jobs is relating to the Longshore Division when we can go back out to Pier 80, 96, 94. Knowing where we came from, and where we are today, that place needs to be open. San Francisco needs to generate revenue. We've kind of lost there but it would be nice to see them open.

Farless Dailey, Local 10, Secretary/Treasurer - The hard work that Monique, Peter, Jim and Marty has done over the years, it's been a pleasure to work with them. I can assure you that our workforce is trained, ready to go and excited about bringing work back to San Francisco because this is where it belongs. This is where it started for the ILWU, up and down the coast. We would like your support on this.

Felipe Riley, Local 10 Business Agent - I've worked at Pier 80 ever since I started in 1991. Pier 80 is a place that holds a lot of special value for me. My father was a longshoreman and we lived right up the hill. I can see Pier 80 from my parents' house. To be able to come home and have lunch with him

from school and him talk about what was going on the waterfront and right down the street from our house at Pier 80, for me to have the opportunity to follow in his footsteps at that pier, really touches me to my heart.

We've taken a lot of pride and a lot of effort, along with Metro and a lot of the jobs that we've done. Some of the pictures that you showed here today, I was a crane operator on the coring unit, on some of the boats that were placed in the water, and numerous amounts of steel cargo that's been discharged there. I look forward to doing that again. I look forward to working with this Commission and Metropolitan. We have a good working relationship going right now and this will help all of us build a good reputation for the city. I was born and raised in this city and I'll do everything in my power to continue for this city to grow.

Commissioner Woo Ho - It's great to hear about this opportunity and the vision of what we'd like to do. I'd like to understand the business model a little bit and it may be still too early, but have you done any forecasts? I'd like to understand how the revenue works. Obviously we have different people who are participating, and it's very good to know that there are jobs. If we know how many jobs are anticipated, whether it's 100% or 50% active. Does the Port benefits from the volume? How does this work? Is it job by job? I don't think I understand a lot about the business model that goes with the activity that we're hoping to generate which is very exciting. I'm interested in understanding if there is any investment that's going to be required on the part of the Port to make this productive, to make this actually operational? We'd like to know that up front before we start charging down the path.

Commissioner Brandon - Also what we're going to do differently than we have done since 2008 to generate this new business.

Jim Maloney - I'll answer to the best of my ability. Then I'll invite Metro to come up as well if they'd like to say a few words. In terms of the, "How it works financially," we have a management agreement with Metro Ports. It's not a lease per se. It's an agreement whereby they agree to operate the facility. They bring in their equipment. They invest in all the equipment. Help us to maintain the facility as well.

What we essentially do is have a revenue sharing arrangement whereby until we hit a certain volume, we each participate 50/50 in what we call port charges, which is wharfage. Wharfage is a charge that we assess the cargo based on the tonnage that they bring across our dock. Wharfage is one that we share.

Dockage is a fee that we charge for a ship to be docked at the pier. We charge a certain amount per 24 hour period. We also charge for the crane rental if they need to use our crane. We also charge if they need to store product down there, we'll assess a storage fee. We also have lay berthing

revenue for ships such as the USS Tripoli that's docked down there now. It's just a lay berth. It's really just there to park. We have ships that sometimes come in that just need a berth for a period of time. We also share that revenue. Once the volume starts to go up, there's a formula whereby once it hits a certain level, the Port's percentage of that revenue will go up. Metro Ports is able to gain revenue for the stevedoring services that they conduct for the vessel discharge operations.

In terms of investment, we've actually had in our program to help repair the roofs down there on the sheds to make them weather tight. We're in a good position to attract things like that Oriented Strand Board and some of the other activities inside the shed because the roofs are secure. We're also doing a little bit of work with San Francisco Bay Rail to help improve the rail infrastructure down there and keep the rail maintained. But other than that, it's a good facility and we're just on a regular basis trying to maintain it.

John Allen - As far as investment, let's say we look at the gypsum or something like that. That infrastructure equipment would actually be on Metro's part and we would probably then get a payback from the customer. The Port really wouldn't have to step up on those pieces of business.

To answer your question on "What's the plan? How do we get this?" There's a lot of moving parts. The Port is one piece of the logistics puzzle so to speak. You've got inland transportation, ocean transportation, our costs, the manufacturers cost, selling, what is the price? For example on the forest products piece, it's currently moving. Today, it's just, "Can we price it in such a way that it competes with trucking it out of Canada?" We think we can, but it does boil down to cost.

Commissioner Woo Ho - Since we operate on a two year budget, I'm assuming all of this is incremental to what we've already put in the budget? Because it's basically new opportunity?

Monique Moyer - It would be. We have not forecasted any new revenues yet.

Commissioner Woo Ho - Given that Metro's been working on this, so when will there be some sort of pro forma that we could understand what this means for both Metro and ourselves?

Mike Giovi - From a pro forma aspect, that's a very good question. We're at a point right now, we're at least a quarter away from going ahead and submitting a pro forma statement. These are opportunities that we're looking at right now. I would love nothing more than to see all of these occur. We'll wind up with a subsection of these which we expect that will occur with a lot of effort.

I would expect the pro forma, even when it's submitted in 90 to 120 days, will probably change 90 to 120 days after that because of the work we're doing. If you noticed, we didn't say anything in there about Tesla. Our goal right now is to get the revenue as quickly as possible within the next 12-18 months. We see Tesla as a great opportunity but it's probably right around that window of 18 months maybe longer.

While we're going to go ahead and spend time and try to go ahead and get some revenue from Tesla in the long-term, our goals right now are to go ahead and increase revenue in the short-term. To go ahead and fund a lot of the opportunities that we can go after in the long-term.

Commissioner Woo Ho - Since our friends in labor are really excited, this is obviously new and incremental jobs, is there any estimate of what range of jobs that we're going to be creating with this new activity?

Mike Giovi - Not at this point. But with a lot of these opportunities we're looking at, we're still trying to go ahead and get a good grasp of what the volume actually is going to be. Some of it may be spot business, which is okay. As long as we get some of that spot business occurring on a consistent basis.

Monique Moyer - I'd like to go back and answer the question that Commissioner Brandon asked as well. Maybe the three of you and maybe even President Mackay can help. Commissioner Brandon, I think the primary thing that's changed since 2008 is the market is coming back. As you know we hit a pretty deep trough in terms of the market. The market in the Bay Area shrunk dramatically as it did in all of California, but it particularly shrunk dramatically here at the Port of San Francisco.

I think there is some definite growth in the marketplace. We've been very sustained by certain projects, cargoes. In fact, our bulk cargoes have been higher than they've been in a decade, we think, more or less. But I think what also is changing, and we've seen this really well in the cruise terminal business is for sort of a quaint phrase, "Demonstrating that we're open for business."

What I mean by that is, having this partnership between the Port, Metro, and the ILWU on the road together, as we've done for cruise, has proved to be invaluable. we need to continue it. Commissioner Adams has been fantastic in working with us on the breakbulk and the bulk side. We would like to see our Local 10 partners more frequently as well. That will be incredibly important once the parties come to an agreement on their MOU to quickly raise our hand and gain attention back for particularly California and west coast ports.

We are seeing some great opportunities and we really just need to be ready and proactive about it. I think that the presentation today is the start of that partnership.

Commissioner Brandon - Is Pier 80 open and active?

Monique Moyer - Open, yes. Active, depends on the day.

Commissioner Woo Ho - In follow-up to Commissioner Brandon's question of what's different, will this require us to sit down and relook at a different way of contract or with our partners here?

Peter Dailey, Maritime Director of the Port - What's different? The market's different. All west coast ports have seen, you read these stories about congestion and the mega ports are chock a block full. Well, that's true in L.A. It's not true up here. The Port of Oakland has Howard Street terminal sitting empty. The Port of Seattle have T5 sitting empty. The great recession really hit the West Coast. What we've seen in the last year is we're starting to see real tangible opportunities that we didn't see five years ago. That's one thing.

Two, the America's Cup was a great thing and the Oracle Team took over Shed A, which is one of our major facilities at Pier 80. They've made some nice improvements to it, they fixed the roof. They fixed the doors. When they leave in a couple months, we're going to get that facility back which we haven't had on our ability to market since the America's Cup.

Quite frankly, we did pick up a little business for the America's Cup but it sent a message to the industry to a certain extent that, "Oh, the Port's not really in it right now. They have sailboats. They don't have structural steel." I think that's a perception we're going to have to continue to fight.

Jim touched upon a new advertising campaign. We're doing electronic media and demographic pop-ups with Google, etc. to try and revitalize our marketing effort. Our agreement with Metro will be reviewed in this coming year. It's coming up for renewal. As you know, we went through the Pier 27 agreement with Metro and came up to a successful formula that I think both parties can grow with.

We'll know a lot more like Mike said in the next year. A year from now, we should know if it's really taking off or if it's a false start. But we will look carefully at our pro forma. The pier is open. The revenue sharing that we provide now, there's revenue generated at the facility through a lay berth or ship calls. The terminal is open every day of the week that it needs to be. Metro provides security. They pay the utilities. We're open for business. But we really do think that there's an opportunity going forward.

I've been working at Pier 80, like Melvin, probably longer than Melvin -- since 1978. It is a great, great terminal in a lot of different ways. The market has shifted. The market has changed. I remain the optimist. So with your patience, we'd like to go forward and try to give it one good go and that will include looking at our terminal agreement with Metro to make sure it's the right model going forward.

Commissioner Katz - I had a couple questions, just more specifics. In terms of outreach for potential opportunities and just recently, we found somebody who was actually rather surprised at our capabilities. I know we're reaching out to some of the traditional lines and operators, but given the tremendous amount of construction that is taking place now, throughout San Francisco and Silicon Valley and the South Bay, we're uniquely poised to go out for much of that business.

It's potentially through contractors and the construction firms as much as through the traditional lines. We may want to also look at other ways just to get word out, so when they're ordering their supplies and factoring that in, they can put the word out that they want to utilize our facility. Because we found a few people just recently that weren't aware of our capabilities and are now planning to start exploring those options.

If we could try to perhaps look at other ways to get the word out that may not be as traditional as we might have seen in the past, but given all that's going on. Perhaps look at some of that as well.

Jim Maloney - That's a really good point. We didn't touch on some of the direct marketing we're doing with the general contractors, but we reach out on a regular basis. We see that all the building here is going on and really in the West Bay is a great opportunity. We've reached out to DPR Skanska who are building the Apple Campus 2 Headquarters down in Cupertino -- it's a joint venture between Skanska and DPR -- to let them know we've got facilities to do storage, maritime, rail, you name it.

In fact, we've recently leased out part of Pier 94 to Skanska to help for construction lay down for the Transbay terminal project. We've reached out to Webcor/Obayashi, Tutor Perini, Kiewit. So we're trying to get the word out. We realize there's a lot of folks, even within those large organizations that may not be aware. Maybe their colleagues do and they don't talk.

We're trying to regularly get out. We're talking to Lennar. We're trying to out to Wilson Meany to talk about the Treasure Island. In your conversations it'd probably be very helpful to let people know what our capabilities are and what we are trying to get out and reach out as much as we can.

Commissioner Katz - Even recently, when we had our Sister Port signing with the Philippines Port Authority, there was one gentleman as part of the Sister

City program who had been involved in sending typhoon and hurricane relief materials, trucks, vehicles, that sort of thing to help the devastation that took place there not quite a year ago.

He was surprised at our capabilities. I know Jim, you've been working with them, but those are the types of opportunities that a lot of people in the Bay Area don't recognize that we have that ability to help deliver and move large vehicles and things like that. Hopefully not in an emergency situation but if needed, we are ready, willing and able.

I also want to thank ILWU because when we do our marketing efforts, it's very significant that we have the support of the ILWU on these efforts. I want to thank all of you because a lot of customers have expressed a little bit of surprise. Certainly we're very pleased to see the strong relationship and that will serve all of us well as we try to create more opportunities and expand jobs.

I want to thank the representatives from ILWU for all of your efforts and support here today as well as with the other activities. I would ask Metro, and Jim as well, to reach out to -- probably not today, but offline -- to ILWU and see if you have other suggestions and other areas. Because I know you see activities all throughout the area and perhaps you have some other ideas and best practices that you might be able to share with us. It will help in our efforts.

9. PLANNING & DEVELOPMENT

A. Transmittal of Public Comments received on the Report on the Waterfront Land Use Plan Review, 1997-2014.

Diane Oshima - Brad Benson and I will be giving you an update on our outreach efforts as it relates to the Waterfront Land Use Plan Review and the update of the Waterfront Plan. In August we gave you a comprehensive presentation of the major report that was released, reviewing all that has happened along the waterfront, or not happened along the waterfront over the last 17 years under the guidance of the plan. We set a comment period for the end of September that was subsequently extended to the end of November where we found that people really needed more time to absorb the information and to understand the report. Since that timeline has just passed, we wanted to transmit the comments that have been received from the public so far and to give you a summary of what our outreach efforts have been and to also provide some clarification.

I think that there was some confusion about what the purpose of the report was as it relates to discussions about updates to the Waterfront Land Use Plan. In so doing, we've done a number of, about 20, public presentations on the report and the plan and the big challenges that are facing the Port over

the future. We wanted to make sure that we shared with the Port Commission as well the updated information that we have been sharing with the community.

In terms of the public comments that have been received. We've received 37 individual comments that have come in so far. We are continuing to do more outreach because we want to make sure that there is a city and regional audience that receives this information and we would like to get more commenters on record on that. We've attached it to the staff report. You can see that while the number may be not huge, the volume and the content of the issues that have been conveyed is quite substantial. We are in the process now of actually reviewing and cataloging those issues.

We're not here necessarily to speak to those specific issues, but just to make them available to the Commission and to the public. To that end, we have posted them on the Web site under the Waterfront Land Use Plan Review page. As comments come in, we will continue to post those so that people have the opportunity to understand the breadth of the issues that are facing us.

With respect to the Waterfront Land Use Plan Review report, you may recall that we have seen a dramatic change along the waterfront. This slide was trying to get its arms around the scope of that change. Of all of the projects that were reviewed in the Waterfront Land Use Plan report, we are looking at $1.6 billion in public and private investment, over 60 acres of public open space and 19 historic resources that have benefitted from those investments. Along with a number of major, new developments that have enlivened the waterfront.

I think the mistake is in thinking that this was a report only looking backwards when in fact our belief at a staff level is that if we are going to be able to update and refresh the Waterfront Plan, there needs to be a public understanding about what has happened, what worked, what didn't. We have been trying to equip the public and the Port Commission with that information to support a planning process moving forward.

We have this presentation also posted on the Web site but in large part, what we are trying to highlight and articulate more clearly for the general public are, "What are those big planning issues that we face ahead, both in terms of particular neighborhoods as well as Port-wide?"

In general, from our assessment, the policy structure of the Waterfront Land Use Plan is pretty sound. The bones of the policies are sound, but in terms of areas that we would like to have more focused and update on the policies, we've called out the South Beach and Northeast Waterfront neighborhoods in particular for refreshing, working with the communities on identifying what are

acceptable uses and development strategies that can improve facilities in those areas.

We also are acknowledging that within the southern waterfront, through the efforts of Commissioner Brandon and Adams, they are helping us to hone the Maritime Eco-industrial Master Plan for that area that we recognize needs to get completed. Because there are complications on interpretations of the public trust, the participation of both BCDC and the State Lands Commission is really key to any update and planning process that we set up with the community.

In terms of our big project underway, the Forest City project now underway at Pier 70, the Giants' project at Seawall Lot 337 -- those are planned projects moving forward that we intend on continuing to work in that vein on that should continue to go forward. We wanted to also highlight in clearer form the Port-wide issues which I don't believe quite frankly we highlighted as clearly for the Commission back in August.

In our discussions with the community and in many of these exchanges with public agencies, BCDC, the Capital Plan Committee, Planning Department staff, we've understood that we can do a better job of honing what those issues are moving ahead. Brad will be doing that part of the presentations.

We've tried to articulate, boil down, "What are the big policy questions on land use, transportation, open space, the environment, historic resources, the seismic condition of the waterfront and how are we dealing with sea level rise?" To that end we produced a summary brochure that you should've received in your packet with these same questions inserted in to help the public focus their comments as we move forward.

In those next steps, as I mentioned, we do want to continue the public outreach beyond the comments that we've gotten. I think by putting the comments on the Web site, we'll probably see another round of comments coming in from the public as well as to go out to more groups. We will be analyzing the public comments so that we will come back to the Commission and give you a rundown of what are the issues that have been received.

In any update to the Waterfront Plan and the public community processes, we recognize that we're going to have to supplement the Port Advisory Groups that we have now with broader, more city level, public participation structures. In particular, for the South Beach neighborhood planning, we need to relook at our advisory group so that we have a body within that neighborhood that can speak with and work with the Port on any policy updates for that area.

We expect to be coming back to the Commission in February or March with a staff proposal for how to set up the public process moving forward on updates to the Waterfront Plan, on the issues that have been presented in the report

and the issues that will be summed up by Brad right now, which we didn't provide to you earlier on. We have been sharing that with the community in the last couple of months. We wanted to make sure that you had the opportunity to hear those issues and give us your direction as well.

Brad Benson with Special Projects – I'm happy to be working with Diane and Byron and the Planning team, David Beaupre and Tani Elliott, on this effort. One of the things that we heard from the Commission was, "It's good to look back. It's good to look at what's been accomplished and to learn lessons from that. But what are the big issues going forward? What are the things that we have to grapple with in an update to a Waterfront Plan? What's going to engage the public? How much of the Port is left to develop?" I think Commissioner Woo Ho, you were the one to pose that question. That sent us back to the computer to start to map that out and start to think more deeply about those issues.

We've put together this presentation. Tani has really done a wonderful job with it and it's not displaying the way that it normally does. But I'd like to go through these slides with you to share with you some of the big waterfront wide issues that Diane was mentioning.

First, it's imperative to keep working on the two big new neighborhood efforts at Pier 70 which involves multiple partners, BAE Ship Repair, Forest City, Orton Development, Port working on Crane Cove Park. Thankfully we have the benefit of a 72-28 vote on Proposition F to enable a height increase to 90 feet on the waterfront site. We are working with Mission Rock, an affiliate with the Giants, on the new neighborhood in Mission Bay that still needs to go to the ballot. Height is going to continue to be an issue that needs to get resolved on a citywide basis for that project.

We've been working very closely with municipal transportation agency and the planning department and the San Francisco Transportation Authority on some of the transportation issues. There's continuing work on a waterfront transportation assessment, really looking at the street grid and the transportation network that is serving the areas of the city. Most impacted by growth over the next 20-30 years, that's the South Market and the Central Waterfront area. We'll continue to coordinate with them.

The Commission has heard a presentation on the Embarcadero itself, the bikeways that are planned, another joint project with SFMTA. Monique has directed staff to look at the transportation needs of Port tenants. How are tenants navigating the increased congestion along the waterfront? That work is underway and will inform planning.

We are continuing to work on the open space network. It's one of the most popular things that we do for residents in the city. There are also regional destinations. A big focus with BCDC is looking at the plaza behind the ferry

building and how that can be improved to reach the level of the surrounding area and be a highly functioning open space. Planning and Development staff along with Port Engineering are looking to deliver the first five acres of Crane Cove in 2015. We have continuing needs to improve the public realm all along the waterfront.

From a citywide perspective, obviously we're dealing with an affordable housing crisis in the city. We need to address affordable housing particularly in the context of our neighborhood projects. The mayor also has recently announced a new policy about production, distribution and repair, how those light industrial activities are being priced out of San Francisco and how they're important to maintaining a strong job base in the city.

We have a lot of light industrial space along the waterfront. How can we play a role in that larger policy context? One of the most critical things that people expect of us is how we're being good stewards on the waterfront. We've done a lot of work in terms of air quality, in terms of wastewater and storm water improvements up and down the waterfront to protect the Bay. How do we carry these lessons that we've learned into these neighborhood projects so that we've got sustainable neighborhood development happening in Mission Bay and Pier 70 and other areas of the waterfront?

We've been looking at our historic resources. We've got two National Register districts along the Port. Pier 70, just nominated this past year and the Embarcadero Historic District comprising the piers. As we look at the piers and think about how we're approaching the piers going forward, we see that there are different construction types for the piers. There's many piers that have been in the Bay now for a century.

The piers that are older and that are a century old are in brown. In purple on this slide, you'll see the projects that the Port has developed primarily in the Ferry Building area but extending north to the Exploratorium. We've got some younger piers. Actually Pier 19 and 23 are only 70 years old and so they're in better condition. The length of time the piers have been in the Bay reflects on their current condition and the cost to improve them.

Also cognizant of the importance of the seawall, the Commission has authorized a study of seismic risk to the Great Seawall. The current engineering assessment is that the seawall itself in most places is in a good condition. But the bulkhead wharf, which is an integral part of the seawall, which is connected to it and runs underneath the bulkhead buildings is in fair to poor condition and mostly 100 years old.

The seismic risk study is looking at liquefaction risk behind the seawall and whether or not the seawall might be prone to movement. If it moves, how that would affect the Embarcadero, utility structure along the Embarcadero, the

bulkhead buildings? It's really important to understand these seismic risks as we go forward into public planning.

Sea level rise. The Commission has asked us to be mindful of sea level rise, adopted policy related to the Capital Plan. This slide shows projected sea level rise of 36 inches plus what's called a "100 year flood," that has a 1% chance of happening in any given year. That's projected for 2100 and the result is that you see that the current shoreline is overtopped and that there's flooding in multiple areas of the Bay, Mission Bay, Islais Creek, the downtown area of San Francisco.

If you look at the projections for 2050 which are about 12 inches plus 100 year flood, the current shoreline does appear to protect the city from flooding. It may need some improvements in a few locations but it's not going to last forever. We don't know exactly when this level of sea level rise will happen. The science is pointing at ranges.

Looking at a section view, if you've been out walking along the waterfront over the past couple of weeks, you see that the water level has been very high, right at that pier level in some cases. With the storm surge that we saw just a couple of weeks ago, with 12 inches of sea level rise, many of the piers are going to be subject to frequent of flooding events. With 36 inches of sea level rise, they'll be regularly flooded and the seawall itself will start to overtop.

Where is the city's line of defense? Is it at the current shoreline? Is it bayward of the current shoreline? New York, post-Sandy, has been grappling with some of these questions to deal with hurricane risk and the storm surge associated with that.

Obviously, this project is beyond the scope of the Port. It's really a city project. It's a regional project. It's going to involve regional regulators and the city as a whole and may require federal funding in the end. But it also impacts the land use choices that we make at the Port level, so we have to be talking with the city about the land use choices that we're making so that the city has flexibility to protect itself in the future.

This slide shows some of the policy conflicts of sea level rise. Some of the piers are subject to wave overtopping risk today. FEMA's mapping that risk right now. Over time, sea level will rise and there will be more frequent flood risk exposure to the piers. Eventually there's a problem maintaining the piers. The grey bar shows an area where we think the work window will start to shrink so much that it will become cost prohibitive to maintain the piers from underneath because there's just not enough hours where you can get a crew underneath the pier to do the maintenance work.

Eventually the piers will regularly flood. The city needs to build a line of defense. It needs to either raise the current seawall or build a levy. When

does that need to take place? Just a guess, maybe by 2050 they need to protect the city. So where they build that line of defense, how does it relate to our finger piers? The horizontal lines in blue show our current Burton Act leasing term of 66 years. Private financing for a major development project typically takes 50 years. Tax credits require 40 years. So how do we resolve all of those issues with sea level rise and when the piers are going to flood? What is the appropriate length of lease for piers now?

This slide shows what you've seen each year in the 10-year Capital Plan. The line in red on the left is the amount the Port should be spending just to maintain a state of good repair. The line in blue is showing what we actually spend. So today we're about $30 million falling behind each year and that will increase over time. On the right you see what is funded in last years' 10-year Capital Plan versus the unfunded need in pink which is just to maintain state of good repair. The Capital Plan excludes costs associated with strengthening the seawall for seismic purposes for dealing with sea level rise.

We already have a big gap and no capacity within the Port itself to fund those bigger challenges. Development today represents about 33% of the sources to address the Port's 10-year Capital Plan need. Before the Warriors left, that was up around 45%. We think that this percentage is going to shrink over time. Development is going to play less and less a role in funding the 10-year Capital Plan.

This slide shows the regulatory context of the Port. What is shown in blue is the maritime terminals where we're building a maritime project in an area of the Port designated for maritime. That's the easiest kind of project to approve, which makes sense because we're a Port. Next easiest are the lighter green land areas. Fairly easy to get approvals, mostly local approvals for projects like that although we'll need voter approval for the Giants project.

The piers are much more difficult. With the original Waterfront Land Use Plan we did some important work with BCDC to align our policies with BCDC policies. That's really in the area from Mission Creek on up to Pier 39. We have some federal exemptions, permitting exemptions that the city got in 1968 from the Bay Bridge up to Fisherman's Wharf. The easiest piers to rehab from a regulatory perspective are from the Bay Bridge to Pier 39, and outside that area it gets more difficult from a regulatory perspective.

All of that, to get to your question, Commissioner Woo Ho, about how much of the Port is available for development. So 44% of the Port is dedicated to permanent or planned maritime uses, 20% is dedicated to current or planned open space. We seem to have a great deal of consensus about that. In terms of real estate, either long-term leases or development projects, current and planned, 26%. These are mixed uses but often include a maritime component.

How much is left after all of that? That's sort of what exists or is planned. We're seeing 5% that we're clear are mixed use development opportunities, piers in the northern waterfront area, a few seawall lots, a few areas of the southern waterfront. Another 7% or 44 acres, we're not sure if they're development areas. We're calling them economic, engineering and regulatory challenges.

Through the public planning process, the public and you and the city at large is going to have to determine whether or not those will be development sites. This is the Port overall. You see all of it added up. We only have 10% to grapple with in terms of a land use discussion for updating the Waterfront Land Use Plan. The two neighborhoods where that 10% is basically located is in the South Beach subarea and the Northeastern Waterfront subarea.

Commissioner Leslie Katz - I want to thank you Brad, Diane, Byron, David, and Tani. I know we're only seeing the tip of the iceberg in terms of the incredible amount of work that has gone into this. I want to thank all of you and for all the public presentations that have gone into getting us to this point.

I should note that we have been soliciting public comment for a couple months now. We have some, although not as much as we'd like to see. I'm pleased to see that we'll be keeping that process open and actively engaging in soliciting further comments. I've certainly found those comments very hopeful and I hope you have as well.

Some of them, I must confess, are a little bit myopic as in very classic, nimbyism, not in my backyard. But others have taken the big view of what really is intended with the Waterfront Land Use Plan, how we're all affected by what happens in one area and taking a look at the big picture as well as just the very specific requests that some of the respondents have made. But there are many people who took a lot of time and effort and submitted extremely thoughtful comments.

Although we don't have a lot in the way of public comment today, we have a rather significant number of pages in our binder here already. I know we'll be getting more as we continue this effort.

A couple of things that I'd like to note and then I'll turn to my colleagues before I get to more specific comments. One, I want to reiterate what you've already said, that we will be working on a process going forward. This isn't the process. This is the step to getting us to that process, for moving to the next level. Soliciting the comments as we have done as well as all of you going out to so many different groups to get their input is helpful as we work to figure out our process.

One of the things that we are lucky enough to have now and as always being in the heart of the technology world, that we have new opportunities for

outreach and I know we'll be engaging in those to figure out how we can get more people engaged in our processes and to be more inclusive. One of the themes or comments, even from our critics, was that traditionally the Port has been exceptionally strong in seeking public output, seeking public input in our various projects. I know we'll continue to do so.

We've had hiccups on a few projects here and there but overall, our reputation has always been of being very strong at doing that. We'll take full advantage of the technology we have before us and make sure that our Commission stays involved in helping to develop the processes so we can be as inclusive of the city as broadly as possible.

I actually liked a line that came from one of the comments, "The word is out." That really sums it all up. The word is out about our waterfront. We've been so successful. Part of the same author's comments were, "For a while nobody even knew we were here and nobody knew what was down here, and now everybody wants to be here." Now we have to be good stewards of that, sort of, victims of our own success and figure out how we can now accommodate so many coming here.

I think that really did sum it up. The word is out. Our waterfront really is here for all of us to share. We're now looking at that next phase of how we finish up on some of the work in the original plan and figure out, as has been pointed out, what's left? We've been sort of dancing around that issue a bit over many months and now I love the chart that you've put forward.

We've struggled with how you get that one visual of what we have here and how we do it and the chart is really terrific on that front. It sort of enhances what we'd already done and really puts it in such a perfect graphic illustration. Thank you for that. I know that took a lot of thought to figure out how to take so many complex ideas and distill it into something that's visually understandable.

Our mission obviously over the next several months is really to figure out how we expand the public involvement and outreach and share what we have going on here. As Commissioner Woo Ho has also started this, I know all of us have hit on this. There isn't that much left. We've really done so much to work on the waterfront here. It's bits and pieces and we're working on that. I'm excited as we figure it out.

There is one big looming issue which is sea level rise and the impact of that on everything we do and how we finance it. As another commenter put it, "It's not just the Port's ability or even responsibility." The waterfront is for all of us and conversely we all have to figure out how we're going to address sea level rise as it impacts the waterfront here.

They made the analogy to City Hall where we all shared in the retrofitting of City Hall because it is a treasure for the whole city, much as the waterfront is. I know one of our tasks will be to figure out how we come up with partnerships and other relationships, both local, regional, state, federal on how we will fund and address the impact of sea level rise.

I talked with somebody in an area that often gets flooded, I can't remember if it was somebody from the Netherlands or not, but they said, "You've got to put in pumps." There is a bit more to it than that but that's certainly something that we do have to think about. The Port, the new tenants, and everybody involved will have to take a look at the impact that sea level rise will have right here along the waterfront.

It goes far beyond our boundary lines here. With sea level rise as we've seen and as has been presented, there'll be a huge impact on other parts of the city. Businesses that have located here and housing that's gone into areas that will be flooded, we do need to be prepared. It is something that we all have to look at and figure out how we get that participation and funding from not just the Port's typical funding sources and resources because we won't be able to accomplish all that needs to be done.

Now is the time to start looking at it rather than waiting until disaster strikes. We saw what happened in New York and we do have at least the luxury of a little bit more time, but not as much as all of us would like to see or hope for. I'm pleased that is front and center of our efforts as we move forward.

One of the things that we haven't set an absolute data will be a rolling process for further comments? Is that what's anticipated?

Diane Oshima - The short answer is, "Yes." What it's reflective of is there is a conversation that has started, and so when we roll out information, it tends to generate more inquiry, which we're going to have to get our arms around. Any public process to update the plan itself is a space in time to be able to host conversations on specified issues. You may hear on the street questions and issues that are coming up that are of this iterative nature and that we want to continue to support that.

Related to that, Commissioner Katz to your points about sea level rise and transportation, there is a very healthy city family dialog that's going on now. The city's advances on starting to get its arms around the scope of sea level rise in particular with the City's Capital Planning Committee and PUC and MTA, that's actually something that's real and happening and that we intend on capitalizing on that.

Similarly, with the city's transportation issues, many of the transportation issues are not of the Port per se but of a larger city set of needs and we're trying to figure out our role in that as well. Between that, our relationship with

BCDC and State Lands, we feel we've got the right players at the table to be able to inform the discussions.

Commissioner Katz - Thank you. In legal parlance, we call that a leading question or comment. I was just figuring I'll start beating that drum. I know we touched a little bit on the process, but I wonder if you could articulate a bit more on where you think we should be focusing on as we develop the process for going forward and not only how we as a Commission can help, but also what more we can do to solicit support and information from the public more broadly?

Diane Oshima - At a staff level, the advisory groups that the Port staff has already set up to inform us of what are the issues of concern in the various segments of the waterfront, while they are limited to these certain areas and don't speak necessarily to the Port-wide issues that we're calling out in this study, they're very important because they're really knowledgeable stakeholders.

That said, for any public process going forward, we're going to want to make sure that we've got a current set of stakeholder representatives in each of those advisory groups that are representative of the issues that we're going to be discussing. Then on these Port-wide issues that we've flagged, we believe that there's going to have to be some public participation structure with stakeholders from a broader citywide reach to engage the Port and the City on these Port-wide issues along with BCDC representatives that are selected or help identified by BCDC and State Lands. We've all come to understand that the intricacies of what is consistent with the public trust and how do you balance it across these different public benefit, public access, and be able to finance the improvements along the waterfront are shared by all parties.

Taking a closer look at the current membership of the advisory groups that we have, refreshing that membership if we think that there are gaps in the areas that we want to make sure are covered, and then having a Port-wide body that can also homogenize and integrate the different recommendations from different areas along the waterfront.

Commissioner Brandon - Can you just tell us a little bit about what the outreach has been so far? Is it just to our existing CACs or is there some process for being able to get it out citywide?

Diane Oshima - We have been working at a number of different levels. Starting with the Port Advisory Groups and then reaching out to individual neighborhood constituencies via the advisory groups. We have gone to the city, citywide organizations, SPUR. We've gone to our sister agencies within the city family. We've gone to BCDC. We've met with State Lands to get their insights on other stakeholders that we should be touching base with. Our efforts on producing these summary documents and improved presentation

slides are also a reflection of that effort to boil down the issue so that people can understand. In the process of trying to hone the message points further, we're recognizing now that we're still short of what we would like to achieve in terms of reaching out to other communities.

Commissioner Brandon - I want to thank you and Brad both for a great presentation. This is wonderful but I do want to focus on the outreach. It sounds like we're still outreaching to the same people who are traditionally involved in Port issues. I didn't even see a meeting with Fisherman's Wharf contingent.

Maybe we can collaborate with the Board of Supervisors in the various districts or the various CACs established throughout the city. It's really important that we're able to go far and wide with this because it's a big issue. The Port belongs to everyone.

Brad Benson - We agree. We owe you a public outreach plan. We have to consult with the supervisors. We've thought about the idea of working with a supervisor to identify a neighborhood organization in their district where we could make this presentation and get feedback. Diane is exploring the suggestion of trying to get this presentation recorded so that it's got audio associated with it so that for Supervisors who have lists and want to distribute it out to their lists, we could perform outreach that way.

We've started assembling a list of the major neighborhood associations in the city, and also some of the political organizations. There's a very rich group of democratic clubs around the city that certainly have been considering Port related ballot measures the last couple of elections and may deserve a visit from us as well as just citywide civic organizations. Part of the effort here has been trying to hone a presentation that encapsulates some of the big policy issues that the Commission has been asking us to address so that we can then take it out on the road. Do you want to talk about the survey concept as well?

Diane Oshima – Yes, we are contemplating some kind of a simplified survey. The challenge for us has been, there's a lot of information to try and cover. If you're trying to reach out to audiences that are maybe not so knowledgeable about the Port, there are some fundamental questions like, "Who is the Port?" and "What is its mission?" Let alone, "What are the policy issues that we are trying to confront?" We've got a distillation problem that we've been trying to grapple with and that's why we wanted to bring this presentation to you because we feel like it's an improvement over the first roll out of all of this information originally.

To that end, we've gotten a better handle on that and if we could have an online survey or some other form that may be more simplified in content but

approachable by a broader audience, that's something that we're working on now too, as well.

Commissioner Woo Ho - I have a lot of different thoughts and comments but number one I appreciate all the work that's gone into this and that you have listened to some of the feedback and that you've come back with a more comprehensive look at it from multiple angle presentation and answered some of the questions that I also asked.

Since we are on this topic of process, there are two things that I think we're trying to do: One is one which the other Commissioners have mentioned in terms of, "Are we reaching the right audience still?" I think there are a number of different ways. As you mentioned, go talk to the Supervisors. We're also trying to reach a communication objective which is to explain what the Port is to a broader audience in addition to getting more specific feedback but you have to be careful about what you ask for. You ask for all this feedback, but if you don't have any way of telling people what's going to happen to the feedback, they will be very excited the first time. Then they'll say, "Well, it just went into something and then another plans come out and I don't see that it's really addressed my issue." And then there's discontent.

We have to be very careful about when we say we're going out. We want to explain there may be an ongoing process but my understanding from the last meeting, and this is why I'm a little confused, I thought we were going to come up with not only getting feedback right now on what we have presented, that we were also going to come up with a recommendation, a more formal structure on how we can engage on the Port-wide level, not necessarily dismantling the neighborhood associations which are citizens advisory groups which are have been helpful but finding, where we weren't getting the bigger picture to folks involved that weren't necessarily strictly on the waterfront. Looking at it from the bigger city view and that we would come up with a recommendation that would be an ongoing structure that wouldn't just be for Waterfront Land Use Plan Advisory Group once every five years. That was what I thought was also happening.

I thought, at some point, we're going to take all this input, try to process it and come up with an update. We still have the usual way of reaching out to people in between and then do another update. Another five years from now we start the process all over again.

At some point we have to say, "Look. We took all the input. This is the game plan that we think we need to be on." Because you've got to have a game plan and you have to start somewhere and stop somewhere. You can't keep changing it every week, obviously. This is our best guess at this time. I have a lot of questions about that but let's address this one first.

Diane Oshima - We do plan on coming back to the Commission either the second meeting in February or March, to report back on the comments that have been received and from the staff's perspective, the recommendations on the additional community planning that we're recommending for the issues that have been highlighted in the report.

The further community planning to grapple with what should happen in the South Beach area of the waterfront and the Northeast Waterfront area, we would not have staff recommendations that resolve the open questions in February or March. We intend on having a recommendation for steps moving forward to engage the community in each of those areas, to be able to start that process, and then at some have a timeline included within that report so that you have some sense as to how we would engage those discussions and bring back whatever updates to the waterfront plan should be considered for those areas.

On the Port-wide issues that you cite, that's where we believe that we need to come up with another body, whether it is put in place just for the purposes of giving insights and recommendations on what the public believes should be incorporated on the Port-wide issues in the Waterfront Plan, or if it is a standing body that we have an interest in continuing on an ongoing basis. Frankly we haven't thought that far ahead yet.

Those Port-wide issues have to be supported by that broader body with that broader sense of assignment of address and consideration to work with the staff so that we can come up, on sea level rise, on transportation, on open space, some of these Port-wide that we've just expressed to you today, what are updates to the Waterfront Plan that reflect the public's experience and sense of where the waterfront should be going in the future and how should that be reflected in the Port's policies? Broadly speaking, that's what we are contemplating reporting back to you in February or March.

Commissioner Woo Ho - I'm sort of in the school, and certainly will listen to all the pros and cons of being specific to being just an advisory group on a Port-wide basis to the Land Use Plan, or whether it's a broader body that we use in the interim between the updates for a lot of other areas that we need to communicate, educate and perhaps use them as an input from other groups that we don't have representation from today.

Since we've all talked about that we don't market the Port properly and it's not well understood in the rest of the city, that it's not the only answer, but it is another channel to utilize and to leverage. I see it as a possibility that could be used initially to work with the immediate transaction that we're trying to resolve, "What is the update to the Waterfront Land Use Plan?"

I'm the one who said, "Look futuristic." One of the things that I read through some of the comments from people and some of them are more myopic to

their neighborhood interests and some of them are not new. We expected that they'd say, "Don't do this. Do this." There's a lot of, "We'd love to have this. We'd love to have that." We always have that fiduciary responsibility of trying to figure out, "What can we afford?"

I think we can do and one of the suggestions I would make on the accomplishments side is you do say how much money has been invested. But we haven't really said, "What has that done for the revenues of the City and for the Port? How has that benefitted?" There has to be something because we can't keep spending money without generating something to be able to pay for the next round. Everybody wants more and that's fine.

I think we also have to indicate the pacing of how we're going to do this. People should have a baseline of where we stand today financially. What did we accomplish with all the previous projects? Even though a lot of people may not understand it, but how much did our net assets go up? How has our surplus been increasing from year to year? People have to have a sense that we're not where we want to be but we are at least on a positive trajectory. I'm not even sure people understand that or they should understand. They think we make hundreds of millions of dollars on the bottom line only to find out that, "No, that's far from the truth." The public needs to understand that as well. You can put it in the baseline to say, "Look, here are all the accomplishments. This is what we've invested but this is what it's brought us."

I'm not saying it just because I'm a financial person. I think people need to sort of understand what we've done to improve ourselves and our financial condition and what our ability to generate from our own activities. People can understand when we push certain things. I read, "No more public/private partnerships." Developers are bad-kind-of- attitude. If you understood our financials, you'd say, "Well, we can't totally ignore it."

Commissioner Katz - The voters just voted for Pier 70.

Commissioner Woo Ho - We're not giving them enough of the complete picture. When I say, "Let's give them the whole landscape," I mean, "Give them a little bit of the financial landscape so they can understand. There's a baseline there which is to look backwards to see what we've accomplished." You do talk about the Capital Plan, but that's futuristic and it's important to do that but I think you can add a little bit more.

The other question I had, all these neighborhood association groups, did they get the presentation we have today or because you've already presented to many of them, did they get something that was another interim draft? I'm trying to understand how much information because this is definitely much more comprehensive, and it gives us a bigger picture than before. Is this the first time any group has seen it? Are we the first to see this?

Diane Oshima - Actually, no. That's been the dynamic. We've been out in the public quite a bit talking to a lot of people and that has really informed how we've tried to improve the message points of these presentations. The majority of the presentations that we've been making have been of this realm of the content that we've presented to you today. Where we find that there are opportunities to make tweaks to improve our clarity, that's what we're trying to do. I can't say that a month ago the presentation was as good as it is right now but when we rolled out the original presentation from August, we could see that people were overwhelmed with information. Then we went through a process of distilling and that's our challenge for trying to get out to a citywide audience too. Especially when it comes into this issue that you are highlighting about the financial realities within which the Port Commission has to operate.

Trying to boil it down in simple terms that are not misleading is sort of a challenge and yet, we've seen through a number of the comments that there is a recognition of the importance of connecting the financial management and budgeting that the Port does with the policies and the priority improvements that move forward. You will see that effort also coming up in the Capital Plan in the next couple of months as well as the budget process because at a staff level we are trying to align certain communications and message points between that. It's a work in progress and we look forward to whatever direction or help that you can provide us to improve our efforts on both fronts.

Commissioner Woo Ho - Do you think the detailed comments that we've seen here are as a result of hearing the presentation or actually reading the original document that was sent out? Can you tell the difference when you get the comments back? The comments I noted are from November so it's not that they're current. In some cases I think people just read what was sent out originally and so they are commenting on the original document and not on the revised presentation. think the revised presentation puts it in a different context.

Diane Oshima - We won't know, there's no way of knowing for sure. I do think that the presentations, when we've gone out to the communities, it gives them at least some foundation of understanding upon which they can then choose how they spend their time on the issues that they have concerns about or going into the document to find more detail on that.

Commissioner Woo Ho - It's a second hand way of saying, what is the effect? Do you consider the presentations effective in getting the messages across so far?

Diane Oshima - I believe that they've been effective. They've been more effective than just making the report available because it is pretty intimidating on that. The presentations and the discussion that takes place in the

presentations have been very helpful for people to understand why they should care about this.

Commissioner Woo Ho - Generally speaking, you want people to walk away with three key takeaway messages. You may not have stated them. But you want them to walk away saying, "Now I understand three things in a simplified way." I'm wondering whether we think that we've accomplished that. We've communicated a lot of information, no doubt. These presentations have a lot of information.

Diane Oshima - I believe that people, at least the stakeholders that we've been in contact with have a better understanding of what is at stake for the future of the waterfront. Most people can relate with historic finger piers and the historic resources and buildings that are old and in the water. There is recognition now about a serious response to sea level rise and so there has been a lot of movement, frankly, at a general level but in particular along the waterfront about the threat of sea level rise to the Port's resources, especially these precious historic resources.

The work that the Port Engineering staff has been doing on advancing knowledge about the seismic condition of the seawall and the need to understand that is maybe a little later in coming but people understand seismic risk and the need to address that. Those are three big issues that have a fundamental effect on the scope of whether you're looking at what you want to see happen in the waterfront, in your neighborhood, or on a Port-wide platform that have resonated with the audiences that we have been meeting with.

Commissioner Woo Ho - Those are the surface messages, I totally agree with you. But the subliminal message is saying, do they walk away thinking that the Port has been managed well against these strategic risks and issues? What is their overall image of the Port? Has it changed or improved as a result of hearing this? That's what we need to understand.

Diane Oshima - Yes we do. We have gotten a lot of positive comments and feedback about the changing face of the San Francisco waterfront. That people have, whether it's the Exploratorium or the Ferry Building or the open spaces, we have gotten many comments about people that now choose to spend their time along the waterfront. We have many different voices and many different opinions, so I would not try to represent that that's a uniform position.

Commissioner Katz -A couple things that kind of dovetail and some of the comments that I wanted to make as well. First I was actually a little surprised by most of the comments. Some people seem to recognize that this was a review of the Waterfront Land Use Plan, but there were some that seem to think that it is, "The Plan."

I want to take this opportunity for those that are watching, this is a review of the existing plan and what's been accomplished under that plan getting everyone up to speed as to where we are today. There's still a process going forward and so I just want to repeat that because as I say I was surprised particular by one set of comments that seemed to think that this was the end result as opposed to a starting point for our next conversation as to where we're going.

We've talked about some of the different specific areas and groups that will focus on parts of the waterfront going forward, but what we may want to look at is a group that addresses not just the big issues affecting the waterfront as a whole such as sea level rise, transportation, etc. and also perhaps a group that gets involved in the coordination of all the different pieces. That only makes sense because there's so many differences along the waterfront in terms of what makes sense and where. It might be helpful to have an umbrella process or group that works with staff in pulling together the disparate pieces and not just specifically to the issues affecting the waterfront as a whole that might prove helpful and it could be representatives from the various other specific groups. It might be useful to have a bit more of an umbrella piece there.

Another suggestion that was raised and I think it's important is we keep talking about the constraints that we're under financially amongst other things, but also pointing out that as we go forward, there are other constraints on anything we do. It was a useful suggestion and maybe we want to come up with an FAQ sheet, a frequently asked questions, on what do we operate under as part of the waterfront. What are the restrictions put on us from a regulatory standpoint? Be it State Lands or BCDC so that when members of the public are offering suggestions, they'll also be able to see in what context. We could all think of amazing things that would like to perhaps happen, but some of them just really wouldn't be feasible given the whole process and not just the financial constraints that we're under but also the regulatory constraints under which we operate. I think that might be helpful to just get that out so people can see that context.

Finally, I think you'd alluded to we'll be doing this, but it might be helpful for the next presentation to cull out some of the salient comments that have been included. There are some that are very substantive and I think very helpful. Others we can kind of bucket in, 10 people said, "I don't want this in my backyard." We've got that, you can mark that but there are a number of very constructive comments that would be helpful to perhaps synthesize those, perhaps group them in areas and then we can use that as a little bit further help. As we solicit more comments from the public, they can see that that's how we will be using their comments and that the helpful suggestions and thoughtful comments really are appreciated and will be used.

Diane Oshima - Excellent. Thank you very much.

Commissioner Woo Ho - Staff will obviously keep improving the presentations as you're getting our feedback today, however, it seems like our own city leaders need to understand what it is we're going forward. The Board of Supervisors, City Leaders or heads of major departments need to get a better sense of what we're trying to say here. I don't think you've done that yet, but I hope that's on the plan.

You indicated that you're coming back in February/March, the last question I have is what the overall next steps in the timeline is so that we know how long this is going to go on.

Brad Benson - I'll take that first question that you had about outreach within the city. We agree. We made a presentation to the Controller. We went to the Capital Planning Committee. The Capital Planning Committee includes all the Chapter Six Departments that basically build things, so DPW, the PUC, MUNI, Port, etc. We received good feedback and responses there. We've been trying to organize a meeting. I scheduled for early January with the Office of Economic and Workforce Development, all the staff there that inter-relate and interact with the Port.

The big next step in terms of outreach to the city, when we feel we're ready to go forward, we could go to the Planning Commission, to the Board of Supervisors and make the presentation when we feel that we're ready for that. We agree that that's a process both of educating and getting more feedback for this process so that there's good city buy-in and communication about that.

Your second question was more specificity about next steps, what to expect early next year and Diane will address that issue.

Diane Oshima - That's what we aim to report to you when we come back in late February, or March. We're still analyzing the comments that have come in. I agree with you. I think some of those comments are organizing principles for many of the issues that need to be addressed but we have not really done enough work internally to figure out what's a set of steps with the community that we're ready to share with you at this point. If you can bear with us so we can put our best thinking caps on and come back to you in February that would be great.

Commissioner Brandon - Have we responded to Michael Dailey and Pier 80 regarding his comments?

Diane Oshima - Thank you very much. That was very helpful advice and direction.

Commissioner Katz - Thank you very much and I know this is a fun and exciting process for all of us, so looking forward to continuing to work on it.

10. NEW BUSINESS

Commissioner Woo Ho - There's no urgency but since I was in the cruise ship terminal today and obviously it was not for a revenue generating event. It was for a different purpose. We heard from Metro on the Port side. Can we get an update at some point in the first quarter on whether our projections on the use of the terminal as an event facility, how that is going?

Monique Moyer - Certainly, Metro's in the process of working on a Web site that will be open to the public so you'll be able to go on and check what's on the calendar at the cruise ship terminal at any given time.

Commissioner Woo Ho - I assume at this point, they have done a fair amount of all their outreach in marketing?

Monique Moyer - Yes. They've done a lot of events too.

Commissioner Woo Ho - That's good. We just want to know how that's going and whether it's better than or equal to their forecasts. I won't even ask and say, "It's not going to be worse than what they expected." But hopefully it's better.

Monique Moyer - I think since the opening, the first 60 days it's been fantastic. Is it what we forecasted for the full year? No, not yet but we will be back with more details on that.

Commissioner Katz - Although certainly the informal feedback I've received is everybody absolutely loves the facility and many jaded folks from San Francisco, said, "Wow! It's even much more beautiful than we ever thought it could be. This is just spectacular." I've heard countless people say, "Kudos to the Port for just an absolutely spectacular project." In terms of the event space, not just with respect to the cruise terminal, the cruise operations but for creating such a spectacular space available to the city.

11. ADJOURNMENT

ACTION: Commissioner Brandon moved approval to adjourn the meeting in memory of Jennifer Entine Matz, Director of Waterfront Development, Office of Economic & Workforce Development, and former Commissioner James Michael Bouskos. Commissioner Woo Ho seconded the motion. All of the Commissioners were in favor.

Port Commission President Leslie Katz adjourned the meeting at 5:25 p.m.